CV/CVN CHECKLIST

THE FOLLOWING IS A LIST OF POSSIBLE DEFICIENCIES ONBOARD AIRCRAFT CARRIER CLASS SHIPS. THIS IS THE BASIS TO WHICH INSURV WILL INSPECT, IT IS NOT NECESSARILY AN ALL INCLUSIVE LIST.

THERE ARE 9 AREAS OF WHICH AVIATION DEFICIENCIES ARE BROKEN OUT:

ACE-AIRCRAFT ELEVATORS; **ACED**-AIRCRAFT ELEVATOR DOORS; **AESS**-AVIATION ELECTRICAL SUPPORT SYSTEMS; **AIMD**-AVIATION INTERMEDIATE MAINTENANCE DEPT; **ALRE**-AIRCRAFT LAUNCH & RECOVERY EQUIPMENT; **C/S**-CRASH & SALVAGE; **FAC**-SHIP FACILITIES; **JP-5**-FUELS; **VLA**-VISUAL LANDING AIDS

NOTE** IN AREAS WHERE THERE ARE MULTIPLE EQUIPMENTS OF THE SAME TYPE (I.E. ACE) WE WILL INSPECT/OPERATE ALL UNITS. THE FOLLOWING DECK ONLY LISTS THE CARDS FOR THE FIRST UNIT.

AVIATION DEFICIENCY LIST:

ACE, NR1, MACH RM, DECELERATION SWITCHES:
Loc :ACE MACH RM 1
CSMP Name: ACE NR1 DECEL SW

THE PLATFORM DECELERATION SWITCHES WERE DEFICIENT AS FOLLOWS:
-RAM UP DECELERATION SWITCHES 1UL, 2UL, 3UL, 4UL.
-RAM DOWN DECELERATION SWITCHES 1DL, 2DL, 3DL, 4DL.
-VARIOUS DECELERATION SWITCHES WERE TWO-BLOCKED WHEN ACTUATED (1UL,2UL,3UL,4UL,5UL,1DL,2DL,3DL,4DL,5DL, 1UP, 2UP,3UP,4UP, 1DP,2DP,3DP,4DP, UP DECEL, DOWN DECEL, UP STOP, DOWN STOP).
-DOWN DECELERATION SWITCH.
-UP DECELERATION SWITCH.

NSTM 588
GSO 588

ACE, NR1, MACH RM, EMERG RAISE/LOWER VLV:
Loc :ACE MACHINERY RM
CSMP Name: ACE NR1 EMERG RA

THE EMERGENCY RAISE AND EMERGENCY LOWER VALVES LACKED SAFETY LOCK WIRES TO PREVENT INADVERTENT ELEVATOR OPERATION.

NSTM 588
GSO 588

ACE, NR1, MACH RM, GENERAL DEFIS:
Loc :SEE REMARKS
CSMP Name: ACE NR1 GEN DEFI

THE MACHINERY ROOM HAD THE FOLLOWING DEFICIENCIES:

NSTM 588
GSO 588

ACE, NR1, MACH RM, HYD ENGINE, MAIN:
Loc :ACE MACH RM
CSMP Name: ACE NR1 MAIN HYD

THE MAIN HYDRAULIC ENGINE HAD THE FOLLOWING DISCREPANCIES:
-RAM WAS SCORED.
-TRAVELING BLOCK GUIDE RAILS LACKED LUBRICATION.
-TRAVELING BLOCK GUIDE ROLLERS LACKED LUBRICATION.
-TRAVELING BLOCK UP/DOWN POSITIVE STOPS WERE DETERIORATED/ MISSING.
-MECHANICAL FEEDBACK LINKAGES WERE DETERIORATED.
-MECHANICAL FEEDBACK LINKAGE DID NOT SUFFICIENTLY DECELERATE THE PLATFORM.

NSTM 588
GSO 588

ACE, NR1, MACH RM, HYD FLUID/FILTERS:
Loc :ACE MACH RM
CSMP Name: ACE NR1 HYD FLUI

THE HYDRAULIC FLUID/FILTERS HAD THE FOLLOWING DISCREPANCIES:
-FILTER LACKED AN INSTALLED PRESSURE DIFFERENTIAL GAUGE.
-FILTER DIFFERENTIAL PRESSURE GAUGE WAS INOP.
-FILTERS WERE CLOGGED/DIRTY (FILTER POP-UP INDICATOR WAS ACTUATED).
-FILTERS WERE OVERDUE FOR REPLACEMENT, HAD NOT BEEN CHANGED AT PROPER REPLACEMENT PERIODICITY.
-HYDRAULIC FLUID SAMPLE WAS CONTAMINATED.

NSTM 588
GSO 588

ACE, NR1, MACH RM, HYD GAUGE CALIBRATION:
Loc :ACE MACHINERY RM

CSMP Name: ACE NR1 GGE CAL

THE SYSTEM GAUGES HAD THE FOLLOWING DESCREPANCIES:
-LP/HP AIR GAUGES REQUIRED CALIBRATION.
-HYDRAULIC FILTER GAUGES REQUIRED CALIBRATION.
-COMPENSATOR PRESSURE ACTIVATION SWITCH GAUGE REQUIRED CALIBRATION.

NSTM 588
GSO 588

ACE, NR1, MACH RM, HYD GRBX OIL LEVELS:
Loc :ACE MACHINERY RM
CSMP Name: ACE NR1 GRBX OIL

THE FOLLOWING MACHINERY SPACE GEARBOXES HAD INSUFFICIENT LUBE OIL LEVELS:
-MAIN CONTROL VALVE GEAR CASE.
-HANGAR DECK STANCHION WORM GEAR CASE.
-FWD FLIGHT DECK STANCHION WORM GEAR CASE.
-AFT FLIGHT DECK STANCHION WORM GEAR CASE.
-PLANETARY GEAR CASING.
-DIFFERENTIAL GEARBOX ASSEMBLY.
-STANCHION BEVEL GEARBOXES (FWD/AFT FLIGHT/HANGAR DECK).

NSTM 588
GSO 588

ACE, NR1, MACH RM, HYD MACH COAMINGS:
Loc :ACE MACH RM
CSMP Name: ACE NR1 HYD COAM

THE MACHINERY LACKED FOUR INCH HIGH COAMINGS REQUIRED TO CONTAIN POTENTIAL HYDRAULIC FLUID LEAKAGE AROUND THE FOLLOWING MAJOR SYSTEM COMPONENTS:
-HYDRAULIC RAM/ENGINE.
-MAIN HYD PUMP ASSEMBLIES.
-HIGH PRESSURE TANK.
-EXHAUST TANK.
-HP ACCUMULATORS.
-LP ACCUMULATORS.
-SUMP TANK.
-STORAGE TANK.

NSTM 588
GSO 588

ACE, NR1, MACH RM, HYD PUMP, CIRC, ELEC:
Loc :ACE MACH RM
CSMP Name: ACE NR1 PUMP ELE

THE CIRCULATING PUMP ELECTRIC MOTOR HAD INSUFFICIENT RESISTANCE.

NSTM 588
GSO 588

ACE, NR1, MACH RM, HYD PUMP, MAIN, ELEC:
Loc :ACE MACH RM
CSMP Name: ACE NR1 PUMP MAI

THE MAIN HYDRAULIC PUMPS ELECTRIC MOTORS/CONTROLLERS HAD THE FOLLOWING DEFICIENCIES:
-PUMP ___ HAD INSUFFICIENT RESISTANCE.
-PUMP ___ LACKED "MULTIPLE POWER SOURCES" WARNING PLACARD.
-PUMP ___ STARTING CONTACTS WERE BURNED/SCORED/HAD INSUFFICIENT WEAR ALLOWANCES.
-PUMP ___ MOTOR RUNNING CONTACTS WERE BURNED/SCORED/HAD INSUFFICIENT WEAR ALLOWANCES.
-PUMP ___ LACKED CIRCUIT DIAGRAM/OVERLOAD CHART POSTED INSIDE ACCESS PANEL.
-PUMP ___ HAD DETERIORATED WIRING.
-PUMP ___ HAD WIRE JUMPERS ON WIRE NR'S _____.
-PUMP ___ HAD INCORRECT FUSE/OVERLOAD SETTINGS.

NSTM 588
GSO 588

ACE, NR1, MACH RM, HYD PUMP, MAIN:
Loc :ACE MACH RM
CSMP Name: ACE NR1 PUMP MAI

MAIN HYDRAULIC (A/B/C/D/E) PUMPS LEAKED HYD FLUID FROM THE FOLLOWING LOCATIONS:
-SHAFT SEALS.
-SUCTION/DISCHARGE VALVES.
-CONTROL HANDWHEELS.
-STRAINERS (COMPENSATOR).
-CHECK VALVES.
-CONTROL VALVES (COMPENSATOR).
-PRESSURE COMPENSATOR.
THE MAIN HYD PUMP OUTPUT CAPACITIES (VOLUMETRIC FLOWRATE) FAILED TO MEET REQUIRED/RATED PUMP/SYSTEM SPECIFICATIONS AS FOLLOWS:
-MAIN PUMP A OUTPUT CAPACITY WAS _____ VICE _____ GPM.
-MAIN PUMP B OUTPUT CAPACITY WAS _____ VICE _____ GPM.
-MAIN PUMP C OUTPUT CAPACITY WAS _____ VICE _____ GPM.

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-MAIN PUMP D OUTPUT CAPACITY WAS _____ VICE _____ GPM.
-MAIN PUMP E OUTPUT CAPACITY WAS _____ VICE _____ GPM.
MAIN HYDRAULIC PUMP (A/B/C/D/E) HAD THE FOLLOWING
CONTROL/INTERLOCK DEFICIENCIES:
-EXCESS PRESSURE CUTOUT SWITCHES WERE INOP.
-EXCESS PRESSURE CUTOUT SWITCHES WERE OVERDUE FOR CAL.
-NEUTRAL INTERLOCK SWITCHES DID NOT PREVENT PUMP START WITH
PUMP ON STROKE IN EXCESS OF 15%.
-LOW PRESSURE CUTOUT SWITCH WAS INOP.
-LOW PRESSURE CUTOUT SWITCH WAS OVERDUE FOR CAL.
-SERVO MOTOR PRESSURE SWITCH WAS INOP.
THE MAIN HYDRAULIC PUMP STROKE/DESTROKE PRESSURE SETTINGS
FAILED TO MEET REQUIRED PUMP/SYSTEM SPECIFICATIONS AS
FOLLOWS:
-MAIN PUMP A STROKED AT _____ VICE _____ PSI.
-MAIN PUMP B STROKED AT _____ VICE _____ PSI.
-MAIN PUMP C STROKED AT _____ VICE _____ PSI.
-MAIN PUMP D STROKED AT _____ VICE _____ PSI.
-MAIN PUMP E STROKED AT _____ VICE _____ PSI.
-MAIN PUMP A DESTROKED AT _____ VICE _____ PSI.
-MAIN PUMP B DESTROKED AT _____ VICE _____ PSI.
-MAIN PUMP C DESTROKED AT _____ VICE _____ PSI.
-MAIN PUMP D DESTROKED AT _____ VICE _____ PSI.
-MAIN PUMP E DESTROKED AT _____ VICE _____ PSI.

NSTM 588
GSO 588

ACE, NR1, MACH RM, HYD PUMP, SUMP, ELEC:
Loc :ACE MACH RM
CSMP Name: ACE NR1 SUMP ELE

THE HYDRAULIC SUMP PUMP ELECTRIC MOTORS/ CONTROLLERS HAD THE
FOLLOWING DEFICIENCIES:
-PUMP___ HAD INSUFFICIENT RESISTANCE.
-PUMP ___ CONTACTS WERE DETERIORATED/HAD INSUFFICIENT WEAR
ALLOWANCES.
-WIRING WAS DETERIORATED OR DEFICIENT ON CONTROLLER
(DESCRIBE CONDITION): _____.
-PUMP _____ LACKED A CIRCUIT DIAGRAM/OVERLOAD CHART.
-SUMP PUMP AUTO/MANUAL MODE SWITCH WAS DETERIORATED.
-PUMP _____ HAD WIRE JUMPERS ON WIRE NR'S _____.
-PUMP _____ HAD INCORRECT FUSE/OVERLOAD SETTINGS.

NSTM 588
GSO 588

ACE, NR1, MACH RM, HYD PUMP, SUMP, TNK C:
Loc :ACE MACH RM
CSMP Name: ACE NR1 SUMP TNK

THE HYDRAULIC SUMP TANK HAD THE FOLLOWING CONTROL
DEFICIENCIES:
-LEVEL INDICATOR WAS INOP.
-FLOAT SWITCHES WERE INOP.
-FLOAT (PRIMARY/STDBY) SELECTOR SWITCH WAS INOP.

NSTM 588
GSO 588

ACE, NR1, MACH RM, HYD PUMP, SUMP:
Loc :ACE MACH RM
CSMP Name: ACE NR1 SUMP

THE HYDRAULIC SUMP PUMP HAD THE FOLLOWING DEFICIENCIES:
-SUMP PUMP A WAS INOP.
-SUMP PUMP B WAS INOP.
THE HYDRAULIC SUMP PUMP ___ LEAKED HYD FLUID FROM THE
FOLLOWING LOCATIONS:
-SHAFT SEALS.
-PUMP CASING.
-SUCTION/DISCHARGE VALVE.
-RELIEF VALVE.

NSTM 588
GSO 588

ACE, NR1, MACH RM, HYD SYS REL VLV, TAGS:
Loc :ACE MACHINERY RM
CSMP Name: ACE NR1 REL VLV

THE FOLLOWING HYDRAULIC SYSTEM RELIEF VALVES LACKED TAGS TO
INDICATE SET PRESSURE, DATE OF LAST CALIBRATION AND
CALIBRATING ACTIVITY:
-HP ACCUMULATOR(S); BANK A, B, C.
-LP (EXHAUST) ACCUMULATOR.
-HP AIR, AIR CHARGING STATION.
-LP AIR, AIR CHARGING STATION.
-MAIN PUMP A, B, C, D, E.
-SUMP PUMP A, B.
-SHIP SERVICE LOW PRESSURE AIR AT MICRON FILTER.
-RELIEF TO STORAGE TANK.
-SERVO ACCUMULATOR.

NSTM 588
GSO 588

ACE, NR1, MACH RM, HYD TANK/ACCUM:
Loc :ACE MACH RM
CSMP Name: ACE NR1 TANK ACC

THE HYDRAULIC SYSTEM HP TANK/ACCUMULATOR AND/OR EXHAUST TANK/LP ACCUMULATOR HAD THE FOLLOWING DEFICIENCIES:
-HP TANK/ACCUMULATOR PRESSURE WAS _____ VICE _____.
-HP TANK/ACCUMULATOR LEVEL WAS _____ VICE _____.
-HP TANK/ACCUMULATOR LEVEL INDICATOR WAS INOP.
-EXHAUST TANK/LP ACCUMULATOR PRESSURE WAS _____ VICE _____.
-EXHAUST TANK/LP ACCUMULATOR LEVEL WAS _____ VICE _____.
-EXHAUST TANK/LP ACCUMULATOR LEVEL INDICATOR WAS _____ VICE _____.

NSTM 588
GSO 588

ACE, NR1, MACH RM, HYD VLV/SEALS, LKS:
Loc :MACHINERY SPACES
CSMP Name: ACE NR1 VLV LKS

THE PRIMARY HYDRAULIC SYSTEM VALVES AND SEALS LEAKED AT THE FOLLOWING LOCATIONS:
-HP ACCUMULATOR (BANK A) CUTOUT VALVE.
-HP ACCUMULATOR (BANK B) CUTOUT VALVE.
-HP ACCUMULATOR (BANK C) CUTOUT VALVE.
-LP (EXHAUST) ACCUMULATOR CUTOUT VALVE.
-MAIN ENGINE RAM SEAL.
-MAIN CONTROL VALVE FWD AND AFT SEALS.

NSTM 588
GSO 588

ACE, NR1, MACH RM, INDICATOR LIGHTS:
Loc :ACE MACH RM
CSMP Name: ACE NR1 IND LIGH

THE MACHINERY SPACE/PUMP ROOM HAD THE FOLLOWING INDICATOR LIGHT DEFICIENCIES:

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GSO 588

ACE, NR1, MACH RM, INTERLOCKS, SLACK CAB:
Loc :ACE MACH RM
CSMP Name: ACE NR1 SLCK CBL

THE MACHINERY ROOM SAFETY INTERLOCKS HAD THE FOLLOWING DEFICIENCIES:
-MAIN PUMP RUNNING INTERLOCK WAS INOP.
-FORWARD SLACK CABLE LIMIT SWITCH WAS INOP.
-AFT SLACK CABLE LIMIT SWITCH WAS INOP.
-FORWARD SLACK CABLE LIMIT SWITCH ACTUATING LINKAGE WAS OUT OF ADJUSTMENT.
-AFT SLACK CABLE LIMIT SWITCH ACTUATING LINKAGE WAS OUT OF ADJUSTMENT.
-FWD/AFT SLACK CABLE LIMIT SWITCH LINKAGES WERE CORRODED/ DETERIORATED.

NSTM 588
GSO 588
NAVSEA 0383-LP-006-5000 CV61
NAVSEA SG818-KB-MMM-010 CV62
NAVSEA 0983-LP-001-1010 CV67
NAVSEA SG818-J8-MMA-010 LHD2

ACE, NR1, MACH RM, INTERLOCKS, SYS OPS:
Loc :SEE REMARKS
CSMP Name: ACE NR1 SYS OPS

THE SAFETY INTERLOCKS HAD THE FOLLOWING DEFICIENCIES:
-ELEVATOR PLATFORM FWD AND AFT LOCKBAR ELECTRICAL INTERLOCK SWITCHES WAS/WERE INOP.
-ELEVATOR PLATFORM FWD AND AFT LOCKBAR MECHANICAL LOCK INTERLOCKS WERE INOP.
-HANGAR DECK CONTROL PEDESTAL MANUAL OPERATION LEVER INTERLOCK SWITCH WAS INOP.
-B & A CRANE BOOM ELECTRICAL INTERLOCK SWITCH WAS INOP.
-PRI-FLY CUTOUT SWITCH WAS INOP.

NSTM 588
NAVSEA 0983-LP-001-0010
GSO 588

ACE, NR1, PLTFRM, CNTRL STA, GALLERY DEC:
Loc :ACE NR 1, GALLERY
CSMP Name: ACE NR1 GLLY DCK

THE GALLERY DECK CONTROL STATION HAD THE FOLLOWING DEFICIENCIES:
-GALLERY DECK CONTROL STATION WAS IN POOR MATERIAL CONDITION.
CONTROL CONSOLE WAS CORRODED/DETERIORATED/ DIRTY, KNOBS/SWITCHES WERE BROKEN MISSING (DESCRIBE SPECIFIC CONDITIONS).
-THE FOLLOWING GALLERY DECK CONTROL CONSOLE INDICATOR LIGHTS WERE INOP: CONTROL ENERGIZED, PLATFORM UP/DOWN, PLATFORM

LOCKED, PLATFORM UNLOCKED, STANCHION MOTOR RUN, MANUAL
OPERATION.
THE FOLLOWING DIAGRAMS WERE NOT POSTED:
-LUBRICATION DIAGRAM.
-MACHINERY SPACE NORMAL & EMERGENCY OPERATING PROCEDURES.
-MACHINERY SPACE HYDRAULIC SCHEMATIC.
-MACHINERY SPACE VALVE ALIGNMENT CHART.
-MACHINERY SPACE AIR CHARGING STATION OPERATION INSTRUCTION
AND VALVE ALIGNMENT CHART.
-MICRON FILTER OPERATING AND BLOWDOWN PROCEDURES.
-GALLERY DECK CONTROL STATION OPERATION INSTRUCTION.
-GALLERY DECK CONTROL STATION MANUAL LOCK OPERATION
INSTRUCTIONS.

NAVSEA 0983-LP-001-0010
NSTM 588
GSO 588

ACE, NR1, PLTFRM, CNTRL STA, HANGAR DECK:
Loc :ACE NR1, HGR DECK
CSMP Name: ACE NR1 HGR DCK

HANGAR DECK CONTROL STATION HAD THE FOLLOWING DEFICIENCIES:
-HANGAR DECK CONTROL STATION PEDESTAL WAS IN POOR MATERIAL
CONDITION.
CONTROL CONSOLE WAS CORRODED/DETERIORATED/DIRTY,
KNOBS/SWITCHES WERE BROKEN MISSING (DESCRIBE SPECIFIC
CONDITIONS).
-THE FOLLOWING HGR DECK CONTROL CONSOLE INDICATOR LIGHTS
WERE INOP: PUMP POWER AVAIL, ACCUMULATORS CHARGED, PLATFORM
UP/DOWN, PLATFORM LOCKED, PLATFORM UNLOCKED, STANCHION
MOTOR RUN, SUSPEND OPERATION, CONTROL ENERGIZED.
THE FOLLOWING DIAGRAMS WERE NOT POSTED:
-LUBRICATION DIAGRAM.
-MACHINERY SPACE NORMAL & EMERGENCY OPERATING PROCEDURES.
-MACHINERY SPACE HYDRAULIC SCHEMATIC.
-MACHINERY SPACE VALVE ALIGNMENT CHART.
-MACHINERY SPACE AIR CHARGING STATION OPERATION INSTRUCTION
AND VALVE ALIGNMENT CHART.
-MICRON FILTER OPERATING AND BLOWDOWN PROCEDURES.
-HANGAR DECK CONTROL STATION NORMAL & EMERGENCY OPERATION
INSTRUCTIONS.

NSTM 588
GSO 588

ACE, NR1, PLTFRM, GENERAL DEFIS:
Loc :SEE REMARKS
CSMP Name: ACE NR1 GEN DEFI

THE ACE PLATFORM HAD THE FOLLOWING DEFICIENCIES:
-THE PLATFORM WAS OFFSET __ INCHES ABOVE THE HANGAR DECK AT INBOARD EDGE.

NSTM 588
GSO 588

ACE, NR1, PLTFRM, LIGHTS, BLUE FLT DECK:
Loc :ACE FLT DECK EDGE
CSMP Name: ACE NR1 BLUE LGH

THE BLUE SAFETY FLIGHT DECK EDGE LIGHTS HAD THE FOLLOWING DEFICIENCIES:
-LIGHTS WERE NOT INSTALLED.
-LIGHTS COULD NOT BE ACTUATED FROM HANGAR DECK ELEVATOR CONTROL STATION.
-LIGHTS COULD NOT BE ACTUATED FROM THE GALLERY DECK ELEVATOR CONTROL STATION.

AVNFACBUL-1A
NSTM 588
GSO 588

ACE, NR1, PLTFRM, LOCKBARS:
Loc :SEE REMARKS
CSMP Name: ACE NR1 LCKBR

THE PLATFORM LOCKBARS HAD THE FOLLOWING DEFICIENCIES:
-FWD/AFT BANK OF PLATFORM LOCKBARS (___ OF ___ TOTAL BARS) FAILED TO FULLY/FREELY EXTEND/RETRACT IN NORMAL (AUTOMATIC) MODE OF OPERATION.
-FWD/AFT BANK OF PLATFORM LOCKBARS (___ OF ___ TOTAL BARS) FAILED TO FULLY/FREELY EXTEND/RETRACT IN THE MANUAL MODE OF OPERATION.

NSTM 588
GSO 588

ACE, NR1, PLTFRM, PERFORMANCE:
Loc :ACE NR1
CSMP Name: ACE NR1 PERF:

THE ACE HAD THE FOLLOWING DEFICIENCIES:
-FAILED TO OPERATE IN MANUAL/AUTOMATIC MODES.
-FAILED TO OPERATE WITHIN THE REQUIRED DUTY CYCLE TIME (20 SEC RAISE/20 SEC LOWER WITH 15 SEC DWELL TIME AT EACH DECK)

WITH ALL HYDRAULIC PUMPS RUNNING.
-FAILED TO DECELERATE SMOOTHLY AT THE FLIGHT DECK.
-FAILED TO DECELERATE SMOOTHLY AT THE HANGAR DECK.
-FAILED TO STOP WITHIN 4 FT DISTANCE OF TRAVEL WHEN THE HANGAR DECK CONTROL PEDESTAL MASTER SWITCH WAS RELEASED.
-FAILED TO STOP WITHIN 4 FT OF TRAVEL WHEN THE GALLERY DECK CONTROL STATION STOP BUTTON WAS DEPRESSED.
-FAILED TO COMPLETE A RESIDUAL RAISE WITHIN 30 MINUTES OF LOSS OF MAIN PUMPS/ELECTRICAL POWER.
-WARNING HORN FAILED TO OPERATE CONTINUOUSLY DURING ELEVATOR OPERATION.
-TELEFLEX CABLE FOR HAND/MANUAL ELEVATOR OPERATION WAS BINDING.

NSTM 588
GSO 588

ACE, NR1, PLTFRM, ROLLERS/RAILS:
Loc :ACE NR
CSMP Name: ACE NR1 RLLR RL

THE PLATFORM ROLLERS/RAILS HAD THE FOLLOWING DEFICIENCIES:
-PLATFORM GUIDE/FACE ROLLERS LACKED LUBRICATION.
-PLATFORM GUIDE/FACE ROLLERS WERE WORN/DETERIORATED.
-GUIDE/FACE ROLLERS DID NOT MAINTAIN CONTACT WITH THE GUIDE RAILS THROUGHOUT THE FULL LENGTH OF PLATFORM TRAVEL.
-PLATFORM GUIDE/FACE ROLLERS LACKED GREASE FITTINGS FOR REMOTE LUBRICATION.
-PLATFORM GUIDE RAILS WERE RUSTED/DETERIORATED, LACKED LUBRICATION.

NSTM 588
GSO 588

ACE, NR1, PLTFRM, SAFETY EQUIPMENT:
Loc :ACE NR
CSMP Name: ACE NR1 SFTY EQP

THE PLATFORM HAD THE FOLLOWING SAFETY EQUIPMENT DEFICIENCIES:
-SAFETY NETS WERE MISSING/DETERIORATED.
-TIE-DOWN FITTINGS WERE CORRODED/DETERIORATED/BROKEN/BENT.
-OUTBOARD EDGE LACKED NINE INCH HIGH WHEEL STOPS (CV/CVN ONLY).
-PLATFORM LACKED SUFFICIENT NONSKID.
-NONSKID PROFILE WAS INSUFFICIENT.
-NONSKID WAS CHIPPED/FLAKING.
-DECK MARKINGS WERE OBSCURED.

NSTM 588
GSO 588

ACE, NR1, PLTFRM, STOPS/CNTL VLV:
Loc :ACE MACH RM
CSMP Name: ACE NR1 CNTL VLV

THE PLATFORM UP/DOWN STOP AND CONTROL VALVE LIMIT SWITCHES WERE DEFICIENT AS FOLLOWS:
-RAM UP STOP SWITCH (5 UPPER LIMIT).
-RAM DOWN STOP SWITCH (5 DOWN LIMIT).
-CONTROL VALVE OPEN/RAISE POSITION LIMIT SWITCHES 1UP, 2UP, 3UP, 4UP.
-CONTROL VALVE OPEN/LOWER POSITION LIMIT SWITCHES 1UP, 2UP, 3UP,4UP.
-DOWN STOP SWITCH.
-UP STOP SWITCH.

NSTM 588
GSO 588

ACE, NR1, PLTFRM, WIRE ROPES/HITCH BOLTS:
Loc :SEE REMARKS
CSMP Name: ACE NR1 WR RPS

THE PLATFORM HOIST WIRE ROPES AND/OR HITCH BOLTS HAD THE FOLLOWING DEFICIENCIES:
-HOIST WIRE ROPE 5 YR LIFE LIMIT HAD BEEN EXCEEDED W/OUT NAVSEA EXTENSION/WAIVER.
-HOIST WIRE ROPES IN GENERAL WERE RUSTED, LACKED PROPER LUBRICATION.
-FWD/AFT, OUTBOARD/INBOARD HITCH GROUP WAS RUSTED, LACKED PROPER LUBRICATION.
-HOIST WIRE ROPE STRANDS WERE CRIMPED/BROKEN.
-THE FOLLOWING HOIST WIRE ROPES WERE WORN TO AN UNACCEPTABLE LEVEL.
-HOIST WIRE ROPE HITCH BOLTS WERE RUSTED/DETERIORATED.

NSTM 588
GSO 588

ACE, NR1, STANCHION, MOTORS/CONTROLLERS:
Loc :SEE REMARKS
CSMP Name: ACE NR1 STANCHIO

THE SAFETY STANCHION MOTORS/MOTOR CONTROLLERS HAD THE FOLLOWING DEFICIENCIES:
-HANGAR DECK STANCHION MOTORS/CONTROLLER:
-FLIGHT DECK FWD BANK STANCHION MOTORS/CONTROLLER:
-FLIGHT DECK AFT BANK STANCHION MOTORS/CONTROLLER:

NSTM 588
GSO 588

ACE, NR1, STANCHIONS, FLIGHT DECK:
Loc :ACE NR1, FLT DECK
CSMP Name: ACE NR1 STANCHIO

THE FLIGHT DECK SAFETY STANCHIONS HAD THE FOLLOWING DEFICIENCIES:
-FWD/AFT STANCHION BANK COULD NOT BE RAISED/LOWERED ELECTRICALLY.
-FWD/AFT STANCHION BANK COULD NOT BE RAISED/LOWERED MANUALLY.
-FWD/AFT STANCHION BANK STOP BUTTON WAS INOP.
-FWD/AFT STANCHION BANK MANUAL OPERATION HANDCRANK SAFETY INTERLOCK SWITCH WAS INOP.
-FWD/AFT STANCHION BANK POSITION LIMIT SWITCH WAS INOP.
-FWD/AFT BANK STANCHIONS LACKED CAPS.
-STANCHION DECK SEALS WERE DETERIORATED, ALLOWED WATER TO DRAIN INTO THE MACHINERY SPACE BELOW.
-FWD/AFT STANCHION BANK WIRE ROPE WAS WORN/FRAYED/BROKEN/SLACK/LACKED LUBRICATION.

NSTM 588
GSO 588

ACE, NR1, STANCHIONS, HANGAR DECK:
Loc :ACE NR 1, HGR DK
CSMP Name: ACE NR1 STANCHIO

THE HANGAR DECK SAFETY STANCHIONS HAD THE FOLLOWING DEFICIENCIES:
-STANCHIONS COULD NOT BE RAISED/LOWERED ELECTRICALLY.
-STANCHIONS COULD NOT BE RAISED/LOWERED MANUALLY.
-STANCHION STOP BUTTON WAS INOP.
-STANCHION MANUAL OPERATION HANDCRANK SAFETY INTERLOCK SWITCH WAS INOP.
-STANCHION POSITION LIMIT SWITCH WAS INOP.
-STANCHION DECK SEALS WERE DETERIORATED, ALLOWED WATER TO DRAIN INTO THE MACHINERY SPACE BELOW.
-STANCHION WIRE ROPE WAS WORN/FRAYED/BROKEN/SLACK/LACKED LUBRICATION.
-STANCHIONS LACKED CAPS.

NSTM 588
GSO 588

ACE, VIBRA-TENSION METER:
Loc :A-DIVISION HYD SHOP
CSMP Name: VIBRA-TENSION ME

A VIBRA-TENSION METER, REQUIRED TO MEASURE ACE WIRE ROPE TENSION (PERFORM REQUIRED PMS) WAS NOT PROVIDED/NOT ONBOARD.

MRC A-5R
NSTM 588
GSO 588

ACED, DECK EDGE DOOR 1, BRAKES:
Loc :ACE NR
CSMP Name: DCK DR1 BRAKES

THE ACE DECK EDGE DOOR DRIVE SYSTEM/WINCH/BRAKE HAD THE FOLLOWING DEFICIENCIES:
-WINCH GEARBOX LUBE OIL LEVEL WAS LOW/INSUFFICIENT.
-GEAR TEETH WERE SCORED/UNEVENLY WORN.
-INSUFFICIENT LUBE OIL PUMP PRESSURE.
-LACKED LUBE OIL PUMP DISCHARGE PRESSURE GAUGE.
-MOTOR BRAKE ASSEMBLY LINKAGES EXHIBITED EXCESSIVE PLAY.
-DRIVE MOTOR BRAKE DRUM WAS SCORED.
-DRIVE MOTOR BRAKE PADS WERE WORN.
-DRIVE MOTOR BRAKE PADS RUBBED/CONTACTED THE BRAKE DRUM DURING NORMAL OPERATION.
-DRIVE MOTOR BRAKE DRUM SOLENOID GAP REQUIRED ADJUSTMENT.

GSO 588

ACED, DECK EDGE DOOR 1, DRIVE SYSTEMS:
Loc :ACE NR
CSMP Name: DCK DR1 SYS

THE ACE DECK EDGE DOOR DRIVE SYSTEM/WINCH/BRAKE HAD THE FOLLOWING DEFICIENCIES:
-WINCH GEARBOX LUBE OIL LEVEL WAS LOW/INSUFFICIENT.
-GEAR TEETH WERE SCORED/UNEVENLY WORN.
-INSUFFICIENT LUBE OIL PUMP PRESSURE.
-LACKED LUBE OIL PUMP DISCHARGE PRESSURE GAGE.
-MOTOR BRAKE ASSEMBLY LINKAGES EXHIBITED EXCESSIVE PLAY.
-DRIVE MOTOR BRAKE DRUM WAS SCORED.
-DRIVE MOTOR BRAKE PADS WERE WORN.
-DRIVE MOTOR BRAKE PADS RUBBED/CONTACTED THE BRAKE DRUM DURING NORMAL OPERATION.
-DRIVE MOTOR BRAKE DRUM SOLENOID GAP REQUIRED ADJUSTMENT.

GSO 588

ACED, DECK EDGE DOOR 1, EMER OP RIG:
Loc :ACE NR
CSMP Name: DCK DR1 EMER OP

SHIP'S FORCE WAS NOT EQUIPPED WITH THE ACE DECK EDGE DOOR EMERGENCY OPERATING RIG.
EMERGENCY OPERATING RIG WAS NOT ONBOARD.

GSO 588

ACED, DECK EDGE DOOR 1, GEARS:
Loc :ACE NR
CSMP Name: DCK DR1 GRS

THE ACE DECK EDGE DOOR DRIVE SYSTEM/WINCH/BRAKE HAD THE FOLLOWING DEFICIENCIES:
-WINCH GEARBOX LUBE OIL LEVEL WAS LOW/INSUFFICIENT.
-GEAR TEETH WERE SCORED/UNEVENLY WORN.
-INSUFFICIENT LUBE OIL PUMP PRESSURE.
-LACKED LUBE OIL PUMP DISCHARGE PRESSURE GAUGE.
-MOTOR BRAKE ASSEMBLY LINKAGES EXHIBITED EXCESSIVE PLAY.
-DRIVE MOTOR BRAKE DRUM WAS SCORED.
-DRIVE MOTOR BRAKE PADS WERE WORN.
-DRIVE MOTOR BRAKE PADS RUBBED/CONTACTED THE BRAKE DRUM DURING NORMAL OPERATION.
-DRIVE MOTOR BRAKE DRUM SOLENOID GAP REQUIRED ADJUSTMENT.

GSO 588

ACED, DECK EDGE DOOR 1, GENERAL DEFIS:
Loc :ACE NR
CSMP Name: DK ED DOOR NR 1

THE ACE DECK EDGE DOOR HAD THE FOLLOWING DEFICIENCIES:

GSO 588

ACED, DECK EDGE DOOR 1, LIMIT SWITCHES:
Loc :ACE NR
CSMP Name: DCK DR1 LMT SW

THE ACE DECK EDGE DOOR LIMIT/PROXIMITY SWITCH HAD THE FOLLOWING DEFICIENCIES:
-DOOR OPEN SLOW, OPEN STOP, AND OPEN FAST STOP LIMIT/PROXIMITY SWITCHES WERE INOP.
-DOOR CLOSE SLOW, CLOSE STOP, AND CLOSE FAST STOP

LIMIT/PROXIMITY SWITCHES WERE INOP.
-DOOR OPEN DECELERATION SWITCHES WERE NOT ACTUATED BY CAM;
SWITCH(ES)LACKED PROPER SETTING.
-DOOR CLOSE DECELERATION SWITCHES WERE NOT ACTUATED BY CAM;
SWITCH(ES) LACKED PROPER SETTING.
-SLACK CABLE LIMIT SWITCHES WERE INOP.

GSO 588

ACED, DECK EDGE DOOR 1, OPERATION/CNTL ST:
Loc :ACE NR
CSMP Name: DCK DR1 OP CNTL

THE ACE DECK EDGE DOOR/CONTROL STATION HAD THE FOLLOWING
INOP FUNCTIONS/CONTROLS:
-DOOR FAILED TO OPERATE (OPEN/CLOSE) ELECTRICALLY.
-DOOR FAILED TO OPERATE WITHIN REQUIRED DUTY CYCLE TIMES,
DOOR OPERATED IN _____ SEC VICE _____ SEC.
-DOOR WARNING BELL FAILED TO OPERATE PROPERLY.
WARNING BELL FAILED TO SOUND CONTINUOUSLY DURING DOOR
OPERATION, BELL SOUND INTENSITY WAS INADEQUATE.
-LOCAL INBOARD CONTROL FOR DOOR OPEN WAS INOP.
-LOCAL INBOARD CONTROL FOR DOOR CLOSE WAS INOP.
-LOCAL INBOARD CONTROL FOR DOOR STOP WAS INOP.
-LOCAL OUTBOARD CONTROL FOR DOOR OPEN WAS INOP.
-LOCAL OUTBOARD CONTROL FOR DOOR CLOSE WAS INOP.
-LOCAL OUTBOARD CONTROL FOR DOOR STOP WAS INOP.
-REMOTE (CONFLAG) CONTROL FOR DOOR OPEN WAS INOP.
-REMOTE (CONFLAG) CONTROL FOR DOOR CLOSE WAS INOP.
-REMOTE (CONFLAG) CONTROL FOR DOOR STOP WAS INOP.
-3MC MICROPHONE CONTROL STATION WAS INOP.
-1MC SPEAKER WAS INOPERATIVE/MISSING.
-IVCS/DIAL TELEPHONE WAS MISSING/INOP.
-CONTROLS AND EQUIPMENT WERE NOT IDENTIFIED WITH NAMEPLATES
OR ENGRAVING.

GSO 588

ACED, DECK EDGE DOOR 1, PANEL GEARS/RACK:
Loc :ACE NR
CSMP Name: DCK DR1 GRS RCK

THE ACE DECK EDGE DOOR PANEL DRIVE GEAR/RACK HAD THE
FOLLOWING DEFICIENCIES:
-FWD/PORT DRIVE GEARS/RACK.
-AFT/STBD DRIVE GEARS/RACK.

GSO 588

ACED, DECK EDGE DOOR 1, PANEL LCKBR/ASSBLY:
Loc :ACE NR
CSMP Name: DCK DR1 LCKBR

THE ACE DECK EDGE DOOR PANEL LOCKBAR ASSEMBLY HAD THE FOLLOWING DEFICIENCIES:
-DOOR PANEL LOCKS COULD NOT BE ENGAGED/DISENGAGED (EXTENDED/RETRACTED) ELECTRICALLY.
-DOOR PANEL LOCKS COULD NOT BE ENGAGED/DISENGAGED MANUALLY.
-DOOR PANEL LOCK ASSEMBLIES WERE RUSTED/DETERIORATED, LACKED LUBRICATION.
-ACTUATING WIRE ROPE WAS WORN/DETERIORATED/FRAYED/BROKEN, WAS EXCESSIVELY SLACK, REQUIRED TENSION ADJUSTMENT.

GSO 588

ACED, DECK EDGE DOOR 1, PANEL LCKNG HD ASS:
Loc :ACE NR
CSMP Name: DCK DR1 LCKNG HD

THE ACE DECK EDGE DOOR LOCKING HEAD ASSEMBLY HAD THE FOLLOWING DEFICIENCIES:
-INBOARD PANEL LOCKING HEAD ASSYS WERE INOP.
-OUTBOARD PANEL LOCKING HEADS ASSYS WERE INOP.
-INBOARD/OUTBOARD PANEL LOCKING HEAD ASSY COULD NOT BE RELEASED MANUALLY.
-INBOARD/OUTBOARD PANEL LOCKING HEAD ASSY COULD NOT BE MANUALLY RETRACTED.
-INBOARD/OUTBOARD PANEL LOCKING HEAD ACTUATING WIRE ROPE WAS WORN/FRAYED/DETERIORATED, EXCESSIVELY SLACK, REQUIRED TENSION ADJUSTMENT.
-INBOARD/OUTBOARD PANEL LOCK LATCH RELEASE WAS BINDING.
-OVERHEAD LOCKING HEAD GEAR RACK WAS CORRODED, LACKED LUBRICATION.

GSO 588

ACED, DECK EDGE DOOR 1, PANEL ROLLERS/TRA:
Loc :ACE NR
CSMP Name: DCK DR1 PNL RLLR

THE ACE DECK EDGE INBD/OUTBD DOOR PANEL ROLLERS/TRACKS HAD THE FOLLOWING DISCREPANCIES:
-LOWER DOOR PANEL ROLLERS WERE BINDING IN NORMAL OPERATION.
-LOWER DOOR PANEL ROLLERS LACKED LUBRICATION.
-UPPER DOOR PANEL ROLLERS LACKED LUBRICATION.
-DOOR TRACK TROUGH WAS RUSTED/DETERIORATED, CONTAINED DIRT/DEBRIS/WATER.
-DOOR TRACK TROUGH DRAINS WERE CLOGGED.

-DOOR TRACK FILLER PLATES (ZIPPER PLATES), WERE WORN, LACKED LUBRICATION.
-DOOR PANEL ROLLERS LACKED REMOTE GREASE LINES.
-DOOR PANEL ROLLERS LACKED GREASE FITTINGS.

GSO 588

ACED, DECK EDGE DOOR 1, PANEL WEATHERSEAL:
Loc :ACE NR
CSMP Name: DCK DR1 WTHRSL

THE ACE DECK EDGE DOOR WEATHERSEAL/STRIP HAD THE FOLLOWING DEFICIENCIES:
-INBOARD PANEL EDGE WEATHERSEAL WAS DETERIORATED/WORN/TORN.
-OUTBOARD PANEL EDGE WEATHERSEAL WAS DETERIORATED/WORN/TORN.

GSO 588

ACED, DECK EDGE DOOR 1, PERS SAFETY GUARD:
Loc :ACE NR
CSMP Name: DCK DR1 SFTY GD

THE ACE DECK EDGE DOOR LACKED THE FOLLOWING PERSONNEL SAFETY GUARDS:
-WINCH DRIVE MOTOR COUPLING.
-WINCH BULL GEAR ASSEMBLY.
-WINCH DRIVE MOTOR BRAKE ASSEMBLY.
-DEFLECTION SHEAVES GUARDS AT HANGAR DECK LEVEL FWD/AFT OF DOOR PANELS.

GSO 588

ACED, DECK EDGE DOOR 1, PLACARDS:
Loc :ACE NR
CSMP Name: DCK DR1 PLCRDS

THE ACE DECK EDGE DOOR LACKED THE FOLLOWING REQUIRED INSTRUCTION PLACARDS:
-NORMAL OPERATION AT THE LOCAL CONTROL STATION.
-EMERGENCY OPERATION AT THE LOCAL CONTROL STATION.
-EMERGENCY OPERATION RIGGING DIAGRAM.
-LUBRICATION CHART.

GSO 588

ACED, DECK EDGE DOOR 1, WIRE ROPE:
Loc :ACE NR
CSMP Name: DCK DR1 WR RP

THE ACE DECK EDGE DOOR WIRE ROPE HAD THE FOLLOWING DEFICIENCIES:
-INBOARD PANEL WIRE ROPE WAS CORRODED, LACKED LUBRICATION.
-OUTBOARD PANEL WIRE ROPE WAS CORRODED, LACKED LUBRICATION.
-INBOARD PANEL WIRE ROPE WAS EXCESSIVELY SLACK, HAD INCORRECT TENSION SETTING.
-OUTBOARD PANEL WIRE ROPE WAS EXCESSIVELY SLACK, HAD INCORRECT TENSION SETTING.

GSO 588

ACED, DIV DOOR, DRV SYS/GEARS/:
Loc :HANGAR BAY
CSMP Name: DIV DR DRV SYS

THE HANGAR BAY FWD/AFT DIVISIONAL DOOR DRIVE SYSTEM/WINCH/BRAKE HAD THE FOLLOWING DEFICIENCIES:
-WINCH GEAR CASE LUBE OIL LEVEL WAS LOW/INSUFFICIENT.
-GEAR TEETH WERE SCORED/UNEVENLY WORN.
-INSUFFICIENT LUBE OIL PUMP PRESSURE.
-LACKED LUBE OIL PUMP DISCHARGE PRESSURE GAGE.
-DRIVE MOTOR BRAKE ASSEMBLY LINKAGES EXHIBITED EXCESSIVE PLAY.
-DRIVE MOTOR BRAKE PADS WERE WORN.
-DRIVE MOTOR BRAKE DRUM WAS SCORED.
-DRIVE MOTOR BRAKE PADS RUBBED/CONTACTED THE BRAKE DRUM DURING NORMAL OPERATION.
-DRIVE MOTOR DRUM SOLENOID GAP REQUIRED ADJUSTMENT.

GSO 588

ACED, DIV DOOR, EMER OP RIG:
Loc :HANGAR BAY
CSMP Name: DIV DR EMER OP

SHIPS FORCE WAS NOT EQUIPPED WITH HANGAR DIVISIONAL DOOR EMERGENCY OPERATING RIG.
EMERGENCY OPERATING RIG WAS NOT ONBOARD.

GSO 588

ACED, DIV DOOR, GENERAL DEFIS:
Loc :HANGAR BAY
CSMP Name: DIV DR GEN DEF

FWD/AFT DIVISIONAL DOOR HAD THE FOLLOWING DEFICIENCIES:

NSTM 588
GSO 588

ACED, DIV DOOR, INST PLACARDS:
Loc :HANGAR BAY
CSMP Name: DIV DR PLCRDS

HANGAR DIVISIONAL DOOR LACKED THE FOLLOWING REQUIRED INSTRUCTION PLACARDS:
-NORMAL OPERATION INSTRUCTION PLATE AT LOCAL CONTROL STATION (FWD/AFT DOORS).
-EMERGENCY OPERATING INSTRUCTION AT LOCAL CONTROL STATION (FWD/AFT DOORS).
-EMERGENCY OPERATION RIGGING DIAGRAM (FWD/AFT DOORS).
-LUBRICATION CHART.

GSO 588

ACED, DIV DOOR, LIMIT SWITCHES:
Loc :HANGAR BAY
CSMP Name: DIV DR LMT SW

HANGAR DIVISIONAL DOOR LIMIT SWITCHES HAD THE FOLLOWING DEFICIENCIES:
-OPEN SLOW, OPEN STOP, AND OPEN FAST STOP LIMIT SWITCHES WERE INOP.
-CLOSE SLOW, CLOSE STOP, AND CLOSE FAST STOP LIMIT SWITCHES WERE INOP.
-OPEN DECELERATION SWITCHES WERE NOT ACTUATED BY THE CAM; SWITCHES LACKED PROPER SETTING.

GSO 588

ACED, DIV DOOR, LOCKS:
Loc :HANGAR BAY
CSMP Name: DIV DR LOCKS:

HANGAR DIVISIONAL DOOR PANEL LOCKS HAD THE FOLLOWING DEFICIENCIES:
-INOP PORT PANEL LOCK THRUSTERS ON THE FWD/AFT/MIDDLE DOORS.
-INOP STBD PANEL LOCK THRUSTERS ON THE FWD/AFT/MIDDLE DOORS.
-PORT PANEL LOCKING HEAD(S) COULD NOT BE MANUALLY RELEASED OR RETRACTED ON THE FWD/AFT/MIDDLE DOORS.
-STBD PANEL LOCKING HEAD(S) COULD NOT BE MANUALLY RELEASED

OR RETRACTED ON THE FWD/AFT DOORS.
-AFT/FWD LOCK RELEASE LATCH WAS BINDING.

GSO 588

ACED, DIV DOOR, OPERATION/CNTL STATION:
Loc :HANGAR BAY
CSMP Name: DIV DR OP CNTL

HANGAR DIVISIONAL DOOR/CONTROL STATION HAD THE FOLLOWING
INOP FUNCTIONS/CONTROLS:
-DOORS FAILED TO OPERATE (OPEN/CLOSE) ELECTRICALLY.
-DOORS FAILED TO OPERATE WITHIN REQUIRED DUTY CYCLE TIMES,
DOORS OPERATED IN ____ SEC VICE 20 SEC.
-DOOR WARNING BELL FAILED TO OPERATE PROPERLY.
-WARNING BELL FAILED TO SOUND CONTINUOUSLY DURING DOOR
OPERATION, BELL SOUND INTENSITY WAS INADEQUATE.
-LOCAL FWD CONTROL FOR DOOR OPEN WAS INOP.
-LOCAL FWD CONTROL FOR DOOR CLOSE WAS INOP.
-LOCAL FWD CONTROL FOR DOOR STOP WAS INOP.
-LOCAL AFT CNTROL FOR DOOR OPEN WAS INOP.
-LOCAL AFT CONTROL FOR DOOR CLOSE WAS INOP.
-LOCAL AFT CONTROL FOR DOOR STOP WAS INOP.
-(CONFLAG CONTROL) DOOR OPEN WAS INOP.
-(CONFLAG CONTROL) DOOR CLOSE WAS INOP.

GSO 588

ACED, DIV DOOR, PERSONNEL SAFETY GUARD:
Loc :HANGAR BAY/WINCH RM
CSMP Name: DIV DR SFTY GRD

HANGAR DIVISIONAL DOOR COMPONENTS HAD IMPROPER/INEFFECTIVE
OR WERE MISSING REQUIRED PERSONNEL SAFETY GUARDS:
-WINCH DRIVE MOTOR COUPLING.
-WINCH BULL GEAR ASSEMBLY.
-WINCH DRIVE MOTOR BRAKE ASSEMBLY.
-DEFLECTION SHEAVES AT HANGAR DECK LEVEL PORT AND STBD OF
DOOR PANELS.

GSO 588

ACED, DIV DOOR, ROLLERS/TRACK:
Loc :HANGAR BAY
CSMP Name: DIV DR RLLR TRCK

THE HANGAR FWD/AFT DIVISIONAL DOOR PANEL ROLLERS/TRACKS HAD THE FOLLOWING DEFICIENCIES:
-LOWER DOOR PANEL ROLLERS WERE BINDING IN NORMAL OPERATION.
-UPPER DOOR PANEL ROLLERS WERE BINDING IN NORMAL OPERATION.
-LOWER DOOR PANEL ROLLERS LACKED LUBRICATION.
-UPPER DOOR PANEL ROLLERS LACKED LUBRICATION.
-STBD/PORT DOOR TRACK TROUGHS WERE RUSTED/DETERIORATED, CONTAINED DIRT/DEBRIS/WATER.
-STBD/PORT DOOR TRACK FILLER PLATES (ZIPPER PLATES) WERE WORN, LACKED LUBRICATION.
-DOOR TRACK TROUGH DRAINS WERE CLOGGED.
-DOOR PANEL ROLLERS LACKED REMOTE GREASE LINES.
-DOOR PANEL ROLLERS LACKED GREASE FITTINGS.

GSO 588

ACED, DOOR, FLIGHT DECK RAMP ACCESS:
Loc :FLT DECK RAMP
CSMP Name: DOOR RMP ACCESS

THE FLIGHT DECK RAMP ACCESS DOOR HAD THE FOLLOWING DEFICIENCIES:
-WAS INOP.
-CHAIN HAD EXCESSIVE SLACK.

ACED, DOOR, GSE ROOM:
Loc :FLT DECK RAMP
CSMP Name: DR GSE ROOM:

THE GSE ROOM DOOR HAD THE FOLLOWING DEFICIENCIES:
-WAS INOP.
-DRIVE CHAIN AND MOTOR WERE INADEQUATE FOR THE SIZE/MASS OF THE DOOR.
-DRIVE CHAIN WAS BROKEN.

ACED, DOOR, RAMP/ISLAND, ROLLER CURTAIN:
Loc :
CSMP Name: HNGR DR ISLAND

THE RAMP/ROLL/SLAT/DOOR LEADING TO THE FLIGHT DECK HAD THE FOLLOWING DEFICIENCIES:
-WAS MISSING.
-WAS INOP.

-INOP DARKEN-SHIP CIRCUITRY.
-WAS CORRODED.

AESS, 28 VDC, ELECTRICAL SERVICE:
Loc :SEE REMARKS
CSMP Name: 28VDC

28 VDC ELECTRICAL SERVICE SYSTEM HAD THE FOLLOWING DEFICIENCIES:
-28 VOLT DC SERVICE SYSTEM WAS INOP.
-FAILED TO PROVIDE THE REQUIRED 24-29 VOLTS DC, (MEASURED:_____ VOLTS DC).
-REQUIRED LOAD TEST WAS EXPIRED/OVERDUE.
-POWER CABLE WAS DAMAGED, ABRADED, KNICKED.
-SHORTING PIN AT CABLE HEAD FAILED TO ACTIVATE THE PROTECTIVE RELAY.
-28 VDC RECTIFIER: COVER WAS DAMAGED/MISSING, FOUNDATION WAS CORRODED, VOLTMETER WAS BROKEN, AMPMETER WAS BROKEN, STATUS LIGHT WAS INOPERATIVE, PUSHBUTTON RUBBER COVERS WERE DAMAGED.
-ELECTRICAL JUNCTION/CONNECTION BOX WAS DAMAGED/BENT/CORRODED/NOT WATERTIGHT.

NAVSEA S9314-DG-MMA-010
NAVSEA 0963-LP-036-8010
NAVSEA 0910-LP-325-4700
MIL-E-1399 AVIAFACBUL-1 SERIES GSO 588 PMS

AESS, 400HZ, AVAILABLE LOAD MONITORS:
Loc :SEE REMARKS
CSMP Name: LOAD MONITOR

AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS), AVAILABLE LOAD MONITORS WERE INOP AT THE FOLLOWING STATIONS:

NAVSEA S9314-DG-MMA-010
NAVSEA 0963-LP-036-8010
NAVSEA 0910-LP-325-4700
MIL-E-1399

AESS, 400HZ, LOAD BANK DOCUMENTATION:
Loc :SEE REMARKS
CSMP Name: 400HZ LD BNK

CURRENT LOAD BANK TEST DOCUMENTATION WAS NOT PROVIDED FOR THE FOLLOWING AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS) STATIONS.

AVNFACBUL-1A
NAVSEA S9314-DG-MMA-010
NAVSEA 0963-LP-036-8010
NAVSEA 0910-LP-325-4700
MIL-E-1399

AESS, 400HZ, LVR WARNING PLACARDS:
Loc :SEE REMARKS
CSMP Name: 400HZ PLCRDS

AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS), LINE VOLTAGE REGULATORS (LVR) LACKED "DANGER HIGH VOLTAGE" PLACARDS.

NAVSEA S9314-DG-MMA-010
NAVSEA 0963-LP-036-8010
NAVSEA 0910-LP-325-4700
MIL-E-1399

AESS, 400HZ, MOTOR OPERATED CKT BRKRS:
Loc :SEE REMARKS
CSMP Name: 400HZ CKT BRKRS

400HZ AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS) MOTOR OPERATED CIRCUIT BREAKERS HAD THE FOLLOWING DEFICIENCIES:

NAVSEA S9314-DG-MMA-010
NAVSEA 0963-LP-036-8010
NAVSEA 0910-LP-325-4700
MIL-E-1399

AESS, 400HZ, NEUTRAL PHASE GROUND:
Loc :SEE REMARKS
CSMP Name: 400HZ NTRL PHS G

NEUTRAL PHASE WAS NOT GROUNDED AT THE FOLLOWING AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS) STATIONS:

NAVSEA S9314-DG-MMA-010
NAVSEA 0963-LP-036-8010
NAVSEA 0910-LP-325-4700
MIL-STD-1310
MIL-E-1399

AESS, 400HZ, PHASE ROTATION:
Loc :SEE REAMRKS
CSMP Name: 400HZ PHS RTTION

PHASE ROTATION WAS INCORRECT AT THE FOLLOWING AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS) STATIONS:

NAVSEA S9314-DG-MMA-010
NAVSEA 0963-LP-036-8010
NAVSEA 0910-LP-325-4700
PHIBASLTSHIPAVNFACBUL-1A
MIL-E-1399

AESS, 400HZ, TRANSFORMERS:
Loc :SEE REMARKS
CSMP Name: 400HZ TRNSFRMR

400HZ AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS) TRANSFORMERS HAD THE FOLLOWING DEFICIENCIES:

NAVSEA S9314-DG-MMA-010
NAVSEA 0963-LP-036-8010
NAVSEA 0910-LP-325-4700
MIL-E-1399

AESS, 400HZ, VOLTAGE OUTPUT:
Loc :SEE REMARKS
CSMP Name: 400HZ VOLTAGE

AESS 400HZ SYSTEM HAD THE FOLLOWING DISCREPANCIES:
-AIRCRAFT ELECTRICAL SERVICE SYSTEM (AESS) VOLTAGE OUTPUT WAS NOT WITHIN ACCEPTABLE/REQUIRED LIMITS (113-118 VOLTS) UNDER FULL LOAD AT THE FOLLOWING STATIONS:
-PORT/STBD HANGAR SERVICE STATION WAS INOP.
-AVAILABLE LOAD MONITORS, REQUIRED TO SECURE POWER TO THE STATION WHEN NOT SUPPLYING A LOAD WAS INOP/NOT INSTALLED.
-AVAILABLE LOAD MONITOR REQUIRED ADJUSTMENT, DID NOT SECURE POWER TO THE STATION WITHIN THE REQUIRED 5-6 SEC TIME DELAY.
-POWER CABLES CABLES WERE DAMAGED, ABRADED/CHAFED/KNICKED.
-POWER CABLE HEAD CONTACTS WERE CORRODED/BENT/CRUSHED.
-ELECTRICAL CONNECTION/JUNCTION BOX WAS DAMAGED/BENT, CORRODED, NOT WATERTIGHT.
-REQUIRED 36 MONTH LOADBANK TEST DATA WAS EXPIRED/MISSING.

NAVSEA S9314-DG-MMA-010
NAVSEA 0963-LP-036-8010
NAVSEA 0910-LP-325-4700
PHIBASLTSHIPAVNFACBUL-1A

MIL-E-1399

AESS, 450V, GENERAL:
Loc :SEE REMARKS
CSMP Name: 450V GEN DEFI

450 VOLT, 20-100 AMP, 3 PHASE, 60 HZ, SERVICE LINE TERMINATING IN A CLASS L RECEPTACLE FOR THE PORTABLE HYDRAULIC SERVICING CART HAD THE FOLLOWING DEFICIENCIES:
-RECEPTACLE WAS DETERIORATED/CORRODED/INOP.
-COVER WAS MISSING/SEIZED.
-WARNING PLACARD ADJACENT TO THE RECEPTACLE THAT STATES: "WARNING: THIS RECEPTACLE IS FOR HELICOPTER HYDRAULIC SERVICING CART USE ONLY (30 AMP LIMIT).
ENSURE SWITCH IS IN OFF POSITION PRIOR TO INSERTING PLUG IN RECEPTACLE.

NAVSEA S9314-DG-MMA-010
NAVSEA 0963-LP-036-8010
NAVSEA 0910-LP-325-4700
MIL-E-1399

AESS, 450V, PERFORMANCE:
Loc :SEE REMARKS
CSMP Name: 450V PERF

THE 450V (30/100 AMP) POWER RECEPTACLES HAD THE FOLLOWING DISCREPANCIES:
-LOW PHASE VOLTAGE.
-LOW RESISTANCE (OHM) READINGS PHASE TO PHASE OR PHASE TO GROUND.

NAVSEA S9314-DG-MMA-010
NAVSEA 0963-LP-036-8010
NAVSEA 0910-LP-325-4700
MIL-E-1399

AESS, CABLE BIN/ENCLOSURE CONDITION:
Loc :SEE REMARKS
CSMP Name: CABLE BIN

THE FOLLOWING AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS) STATION CABLE BINS WERE SEVERELY CORRODED/HOLED, CONTAINED DIRT/DEBRIS:
-CABLE BIN WAS CORRODED/HOLED.
-CABLE BIN CONTAINED STANDING WATER/DIRT/DEBRIS.
-DECK HATCH LATCHING DEVICES WERE BROKEN/DIFFICULT TO

OPERATE.
-CABLE ROLLERS WERE CORRODED/SEIZED.
-CABLE BIN DRAINS WERE CLOGGED.

NAVSEA S9314-DG-MMA-010
NAVSEA 0963-LP-036-8010
NAVSEA 0910-LP-325-4700
MIL-E-1399

AESS, CABLE HEAD CONNECTION:
Loc :SEE REMARKS
CSMP Name: CABLE HEAD

AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS) CABLES WERE IMPROPERLY CONNECTED TO THE CABLE HEADS AT THE FOLLOWING STATIONS:
-POWER CABLE HEAD SOCKETS WERE CORRODED/BENT/CRUSHED.
-PORTABLE CABLES WERE KNICKED/CUT/ABRADED/TWISTED/DAMAGED.
-IMPROPERLY CONNECTED TO THEIR JUNCTION/CONNECTION BOXES IN THE FOLLOWING STATIONS:
-CABLE HEAD SOCKETS WERE LOOSE AT THE FOLLOWING STATIONS:

NAVSEA S9314-DG-MMA-010
NAVSEA 0963-LP-036-8010
NAVSEA 0910-LP-325-4700
MIL-E-1399

AESS, PBS STATIONS:
Loc :SEE REMARKS
CSMP Name: PBS STATION

AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS) STATION PUSHBUTTON STATIONS HAD THE FOLLOWING DISCREPANCIES:
-PBS RUBBER COVERS WERE DAMAGED MISSING.
-PBS CABLES WERE IMPROPERLY SECURED WITH STUFFING TUBES.
-PBS SWITCHES WERE IMPROPERLY MOUNTED.
-PBS SWITCHES WERE INOP.
-POWER INDICATING LAMPS WERE IMPROPERLY LABLED.
-POWER INDICATING LAMPS WERE DAMAGED/MISSING.
-POWER INDICATING LAMPS WERE IMPROPERLY MOUNTED.
-POWER INDICATING LAMPS WERE INOP.
-AESS STATIONS WERE IMPROPERLY LABELED.

NAVSEA S9314-DG-MMA-010
NAVSEA 0963-LP-036-8010
NAVSEA 0910-LP-325-4700
MIL-E-1399

AIMD, BRIDGE CRANE, HANGAR:
Loc :HANGAR
CSMP Name: BRIDGE CRANE

THE HANGAR BRIDGE CRANE HAD THE FOLLOWING DEFICIENCIES:
-HOIST WAS INOP.
- OF 8 TROLLEY WHEELS DID NOT RIDE ON THE TRACK.
-LIMIT SWITCHES WERE INOP.
-THERE WAS NO PROVISION MADE TO SECURE THE TRUCK/TROLLEY FOR SEA.

AVNFACBUL-1 SERIES GSO 588Q GSO 573G PMS
SG812-A3-MMA-010 (LHD4-X HANGAR)

AIMD, NDI, XRAY COMPARTMENT:
Loc :AIMD
CSMP Name: XRAY COMPARTMENT

THE X-RAY COMPARTMENT HAD THE FOLLOWING DEFICIENCIES:
-RADIATION LEAKAGE DUE TO INADEQUATE SHIELDING ON BULKHEADS/DECK/DECK SEAMS/DOORS AND OVERHEADS.
-DOOR INTERLOCK WAS INOP.
-UNIT WAS USED AS A STORAGE CLOSET.
-A LEAD LINED, COMPONENT X-RAY ROOM WAS NOT PROVIDED.

GEN SPECS 637

AIMD, NITROGEN SERVICE:
Loc :HANGAR DECK
CSMP Name: NITROGEN SERVICE

THE GASEOUS NITROGEN SERVICING SYSTEM HAD THE FOLLOWING DEFICIENCIES:
-DID NOT HAVE TWO MOBILE SERVICING UNITS INSTALLED/OPERABLE.
-NO (OPERABLE) CYLINDER RECHARGING CAPABILITY INSTALLED.
-NO STOWAGE FACILITIES FOR 70 NITROGEN CYLINDERS.

AVNFACBUL-1A
NAVSEA DRAWING

AIMD, OXYGEN SERVICE:
Loc :HANGAR DECK
CSMP Name: OXYGEN SERVICE:

THE OXYGEN SHOP HAD THE FOLLOWING DEFICIENCIES:
-1316 AS100 TEST STAND FOUNDATIONS WERE RUSTED.
-DID NOT HAVE FOUR SHATTERPROOF CYLINDERS INSTALLED.

-____ OF 4 CYLINDERS WITHOUT A SERVICE PRESSURE OF 2,400 PSI OR A MIL-0-27210 (TYPE 1) OXYGEN CAPACITY OF 300 CUBIC FEET.
-____ OF 4 CYLINDERS WITHOUT PROPER COLOR-CODING OR IDENTIFICATION.

AVNFACBUL-1A

AIMD, WORKSHOP, AVIONICS, DUMBWAITER:
Loc :
CSMP Name: DUMBWAITER:

THE AVIONICS DUMBWAITER HAD THE FOLLOWING DEFICIENCIES:
-WAS INOP.
-ALARM SYSTEM WAS INOP.
-LIMIT SWITCHES DID NOT OPERATE PROPERLY.
-"CAR HERE" LIGHT WAS INOPERATIVE.
-SOUND POWERED PHONE WAS INOP.
-OPERATING INSTRUCTIONS WERE NOT POSTED.

AIMD, WORKSHOP, AVIONICS, ELECTRIC WORKB:
Loc :AIMD
CSMP Name: ELECTRIC WORKB:

THE AVIONICS WORKBENCH HAD THE FOLLOWING DEFICIENCIES:
-NO TIE-DOWN STRAP INSTALLED/WAS NONSTANDARD.
-UNCOVERED WIREWAY.
-BARE WIRE/EXPOSED WIRE LUGS.
-EXPOSED METAL.
-BENELEX 401 INSULATION WAS MISSING.
-RUBBER MATTING ON THE UPPER SHELVES WAS MISSING.
-STATION NUMBERS WERE MISSING.
-115V 60HZ, 120/200V 400HZ, 28VDC WAS INOPERATIVE.
-GROUNDING CABLES WERE MISSING/NOT INSTALLED.
-EMERGENCY AC/DC SHUTOFF WAS NOT INSTALLED NEAR BENCHES.
-ID LABEL PLATES WERE MISSING FROM THE BREAKER BOXES INSTALLED PLANT EQUIPMENT.
-15LB CO2 FIRE EXTINGUISHER WAS MISSING.
-HAD _____ OF _____ AVIONIC TEST EQUIPMENT NOT AVAILABLE FOR INSPECTION/INOP.
-HAD THE FOLLOWING TEST EQUIPMENT MISSING/INOP.
-ELECTRICAL BENCHES WERE WITHOUT POWER CUTOFF SWITCHES.
-ELECTRICAL POWER SUPPLY AND TEST BENCH CIRCUITS WERE IMPROPERLY GROUNDED.
CIRCUIT NEUTRALS WERE GROUNDED AT THE INDIVIDUAL TEST BENCHES INSTEAD OF AT THE POWER SUPPLY OR THE DISTRIBUTION PANEL.

(NAEC)GSED-40 MANUAL
GSO 305

AIMD, WORKSHOP, AVIONICS:
Loc :
CSMP Name: AVIONICS WKSHP

THE AVIONICS WORKSHOP HAD THE FOLLOWING DEFICIENCIES:
-INADEQUATELY AIR CONDITIONED FOR TEMPERATURE AND HUMIDITY.
-DECK COVERING WAS SEPARATED EXPOSING BARE METAL DECK PLATES.

NAVAIR 17-15-50

AIMD, WORKSHOP, AVN SURV EQ:
Loc :AIMD
CSMP Name: AVN SURV EQ:

THE AVIATION SURVIVAL EQUIPMENT WORKSHOP HAD THE FOLLOWING DISCREPANCIES:
-NO SPACE PROVIDED TO TEST FLOTATION EQUIPMENT.
-NO SPACE PROVIDED TO TEST/STORE EJECTION SEATS.
-OVERBOARD EXHAUST OUTLET WAS NOT INSTALLED/INOP.
-OF ? SEWING MACHINES MISSING OR INOP.
-SEWING MACHINES WERE NOT MOUNTED TO SHIP'S STRUCTURE.
-OXYGEN COMPONENT STORAGE WAS IN THE SAME SPACE AS EQUIPMENT REPAIR.

NAVAIR 13-1-6-4

AIMD, WORKSHOP, COMPOSITE MATL REPAIR:
Loc :
CSMP Name: COMPOSITE MATRL

COMPOSITE MATERIAL REPAIR HAD THE FOLLOWING DEFICIENCIES:
-EXTERNAL XRAY CONTROLS WERE NOT PROVIDED.
-RED FLASHING LIGHTS WERE INOP/NOT PROVIDED AT ALL EXITS.
-XRAY TO ACCESS DOOR INTERLOCKS WERE NOT INSTALLED.
-WORKBENCH FLEX EXHAUST DUCTING HOOD WAS MISSING.

MILSTD 882-A

AIMD, WORKSHOP, GSE:
Loc :
CSMP Name: GSE WKSHP

THE SUPPORT EQUIPMENT (SE) WORKSHOP HAD THE FOLLOWING

DEFICIENCIES:
-SHOP SIZE WAS INADEQUATE TO CONTAIN EQUIPMENT UNDER REPAIR.
-NONSKID WAS WORN AND CHIPPED.
-EXHAUST HOSE FOR MOBILE EQUIPMENT WAS NOT
INSTALLED/DAMAGED.

AIMD, WORKSHOP, HYDRAULIC REPAIR:
Loc :
CSMP Name: HYD RPR WKSHP

THE HYDRAULIC REPAIR SHOP HAD THE FOLLOWING DEFICIENCIES:
-THE HC10 LEAKED HYDRAULIC FLUID.
-THE HC10 HAD GAUGES WITH BROKEN LENS COVERS.

NAVAIR 17-15-50

AIMD, WORKSHOP, JET ENGINE REPAIR:
Loc :JET ENGINE SHOP
CSMP Name: JET ENGINE REPAI

JET ENGINE REPAIR SHOP HAD THE FOLLOWING DEFICIENCIES:
-FANTAIL DOOR KNIFE EDGE SEALS LEAKED.
-ROLLER CURTAIN DOORS WERE INOP.
-ROLLER CURTAIN DOOR SHROUDS WERE DETERIORATED/MISSING.
-HANGAR ENTRY DOORS.
-BRIDGE CRANE HOIST WAS INOP.
-BRIDGE CRANE RAIL STOPS WERE NOT INSTALLED.
-BRIDGE CRANE HOIST BRAKES WERE INOP.

GSO 624

AIMD, WORKSHOP, NON-SPECIFIED SPACES:
Loc :
CSMP Name: NON-SPECIFIED SP

GENERATOR ANNEX ROOM HAD THE FOLLOWING DEFICIENCIES:
-OIL ON DECK BEHIND THE MA2 GENERATOR DRIVE SYSTEM.

NAVAIR 17-15-50

AIMD, WORKSHOP, RAFT:
Loc :AIMD
CSMP Name: RAFT WKSHP

THE RAFT SHOP HAD THE FOLLOWING DEFICIENCIES:
-EXHAUST VENTILATION DID NOT EXTEND TO WITHIN 9" OF THE DECK.

OPNAV INSTRUCTION 5100.19(SERIES)
NAVAIR 13-1-6-4

AIMD, WORKSHOP, TIRE & WHEEL:
Loc :
CSMP Name: TIRE\ WHEEL WKSH

THE WHEEL & TIRE SHOP HAD THE FOLLOWING DEFICIENCIES:
-TIRE CLEANING DEEP SINK WAS NOT PROVIDED.
-TIRE CLEANING DEEP SINK EXHAUST SYSTEM WAS INOP.

ALRE, A/G 1, ACCUMULATOR ASSEMBLY:
Loc :NR ___ A/G MACH ROOM
CSMP Name: A/G1 ACCUM ASS

THE ARRESTING GEAR ENGINE ACCUMULATOR ASSEMBLY HAD THE FOLLOWING DEFICIENCIES:
-PISTON PACKING LEAKED.
-FLUID LEVEL INDICATOR STUCK.
-COPPER GASKET FLANGES LEAKED FLUID/AIR.

ALRE, A/G 1, AIR EXPANSION TANK:
Loc :#___ A/G MACH ROOM
CSMP Name: A/G1 AIR EXPANS

THE ARRESTING GEAR ENGINE AIR EXPANSION TANK HAD THE FOLLOWING DEFICIENCIES:
-WAS NOT PROPERLY SECURED TO ARRESTING GEAR FRAME.
-VENT VALVE PASSAGES WERE CLOGGED.
-AIR BLOWDOWN LINE WAS BENT.

ALRE, A/G 1, AIR FLASK/PIPING:
Loc :#___ A/G MACH ROOM
CSMP Name: A/G1 AIR FLASK

THE ARRESTING GEAR ENGINE AIR FLASK AND PIPING LEAKED AT THE:
-CONNECTING FLANGES.
-ISOLATION VALVE.

ALRE, A/G 1, ANCHOR DAMPER:
Loc :#___ A/G MACH ROOM
CSMP Name: A/G1 ANCH DAMP

THE ARRESTING GEAR MACHINERY ROOM CABLE ANCHOR DAMPER ASSEMBLY HAD THE FOLLOWING DEFICIENCIES:
-LIQUID INDICATOR SIGHT GAUGE WAS HARD TO READ.
-LIQUID INDICATOR WAS INVERTED.
-PIPE JOINTS LEAKED.
-TRACK WAS DISTORTED.

ALRE, A/G 1, ARRESTING GEAR ENGINE:
Loc :#___ A/G MACH ROOM
CSMP Name: A/G1 ARR GR ENG

THE ARRESTING GEAR ENGINE HAD THE FOLLOWING DEFICIENCIES:
-___ OF ___ FOUNDATION BOLTS LOOSE.
-FRAME WAS DISTORTED.
-MAIN CYLINDER LEAKED.
-PURCHASE CABLE RUBED THE CABLE GUARDS.
-ACCUMULATOR/AIR FLASK SADDLE REST WAS NOT PROPERLY SECURED TO THE ENGINE FRAME.
-CROSSHEAD SLIPPER RAILS WERE SCORED.
-FLUID COOLER LEAKED.
-AIR BLOWDOWN VENTED INTO THE MACHINERY ROOM.
-DRIVE SYSTEM CABLE GUARDS WERE BENT.
-DRIVE SYSTEM CABLE BOLTS WERE MISSING.

ALRE, A/G 1, AUX AIR FLASK:
Loc :#___ A/G MACH ROOM
CSMP Name: A/G1 AUX AIR FLS

THE ARRESTING GEAR AUXILIARY AIR FLASK HAD THE FOLLOWING DEFICIENCIES:
-ISOLATION VALVE LEAKED.
-PRESSURE GAUGE WAS NOT CALIBRATED.
-LEAKED TO CONNECTING FLANGES.
-DRAIN TUBE WAS NOT PROPERLY ORIENTED (MK-7 MOD2 ONLY).

ALRE, A/G 1, BLOWDOWN LINES:
Loc :#___ A/G MACH ROOM
CSMP Name: A/G1 BLWDWN LN

VARIOUS BLOWDOWN LINES IN THE #___ ARRESTING GEAR MACHINERY ROOM WERE BENT/INADEQUATE.

ALRE, A/G 1, CABLE ANCHOR ASSEMBLY:
Loc :NR __ A/G MACH ROOM
CSMP Name: A/G1 CBL ANCH AS

THE ARRESTING GEAR MACHINERY ROOM CABLE ANCHOR ASSEMBLY HAD THE FOLLOWING DEFICIENCIES:
-LOCK LEVER WAS WORN.
-SWIVEL COUPLING WOULD NOT ROTATE.

ALRE, A/G 1, CROSS DECK PENDANT CABLES:
Loc :FLIGHT DECK
CSMP Name: A/G1 PEND CBLS

THE ARRESTING GEAR ENGINE CROSS DECK PENDANT HAD BROKEN WIRES/KINKS THAT EXCEED ALLOWABLE LIMITS.

ALRE, A/G 1, DRIVE PULLEY ASSEMBLY:
Loc :NR ___ A/G ENGINE
CSMP Name: A/G1 DR PLLY ASS

THE ARRESTING GEAR ENGINE DRIVE PULLEY ASSEMBLIES HAD THE FOLLOWING DEFICIENCIES:
-WORN PULLEYS.

-MISSING PULLEY BRACKET MOUNTING BOLTS.

ALRE, A/G 1, ENGINE CONTROL PANEL:
Loc :NR ___ A/G MACH ROOM
CSMP Name: A/G1 ENG CNTL PN

THE ARRESTING GEAR ENGINE CONTROL PANEL HAD THE FOLLOWING DEFICIENCIES:
-CHARGING VALVE/VENT VALVE LEAKED.
-FLUID TEMPERATURE INDICATOR WAS INOP.
-PRESSURE GAUGES WERE NOT CALIBRATED.

ALRE, A/G 1, ENGINE CONTROL VALVE ASSY:
Loc :NR ___ A/G ENGINE
CSMP Name: A/G1 ENG CNTL VL

THE ARRESTING GEAR ENGINE CONTROL VALVE (CRO) HAD THE FOLLOWING DEFICIENCIES:
-LEAKED AT THE ELBOW.
-ROLLER _____ WAS WORN.

ALRE, A/G 1, FAIRLEAD SHEAVE ASSEMBLY:
Loc :NR ___ A/G ENGINE
CSMP Name: A/G1 FRLD SHV

THE ARRESTING GEAR ENGINE FAIRLEAD SHEAVE ASSEMBLIES HAD THE FOLLOWING DEFICIENCIES:
-SHEAVE HOUSING COVER BOLTS WERE MISSING.
-FAIRLEAD TUBING WAS MISSING.
-PURCHASE CABLE RUBBED SHEAVE HOUSING.
-INSPECTION PLATES ON THE FAIRLEAD TURN AROUND SHEAVES WERE MISSING.

ALRE, A/G 1, FLUID COOLER ASSEMBLY:
Loc :NR ___ A/G MACH ROOM
CSMP Name: A/G1 FLD CL ASS

THE ARRESTING GEAR ENGINE FLUID COOLER ASSEMBLY HAD THE FOLLOWING DEFICIENCIES:
-SERVICE WATER INTAKE VALVE LEAKED.
-ROTATING HANDLE DID NOT TURN FREELY.
-VENT VALVES WERE CLOGGED.
-COOLING WATER LINES WERE NOT PROPERLY MARKED.

ALRE, A/G 1, FLUID REPLENISHING SYSTEM:
Loc :NR ___ A/G ENGINE
CSMP Name: A/G1 FLD REPLEN

THE FLUID REPLENISHING SYSTEM WAS IMPROPERLY INSTALLED.

ALRE, A/G 1, FLUID STOWAGE SYSTEM:
Loc :NR ___ A/G ENGINE
CSMP Name: A/G1 FLD STWG

THE ARRESTING GEAR ENGINE FLUID STOWAGE SYSTEM HAD THE FOLLOWING DEFICIENCIES:
-HAND VALVES WERE STUCK.
-LIQUID LEVEL GAUGE WAS BROKEN.
-NO PROVISION PROVIDED FOR FILLING FROM THE FLIGHT DECK.

ALRE, A/G 1, IMPACT PADS:
Loc :FLIGHT DECK
CSMP Name: A/G1 IMPCT PDS

THE ARRESTING GEAR ENGINE IMPACT PADS HAD THE FOLLOWING DEFICIENCIES:
-WERE PEELING.
-RETAINING PLATES WERE DAMAGED/LOOSE/MISSING.
-WERE EXCESSIVELY WORN/GOUGED/DAMAGED.

GSO 588

ALRE, A/G 1, PURCHASE CABLES:
Loc :NR ___ A/G ENGINE
CSMP Name: A/G1 PCHS CBLS

THE ARRESTING GEAR ENGINE/BARRICADE ENGINE PURCHASE CABLE
HAD THE FOLLOWING DEFICIENCIES:
-RUBBED/CONTACTED THE SHEAVE GUARD AT _____.
-HAD BROKEN/KINKED WIRES AT _____.

ALRE, A/G 1, RETRACT VALVE:
Loc :NR ___ A/G ENGINE
CSMP Name: A/G1 RETRCT VLV

THE ARRESTING GEAR/BARRRICADE ENGINE RETRACT VALVE HAD THE
FOLLOWING DEFICIENCIES:
-TIE-ROD WAS OUT OF ADJUSTMENT.
-PACKING GLAND LEAKED.
-CONTROL WIRES WERE LOOSE.

ALRE, A/G 1, RETRACTABLE SHEAVE ASSEMBLI:
Loc :FLIGHT DECK
CSMP Name: A/G1 RTRCT SHV

THE ARRESTING GEAR ENGINE STBD/PORT RETRACTABLE SHEAVE
ASSEMBLIES HAD THE FOLLOWING DEFICIENCIES:
-WAS INOP.
-MOTOR UNIT LEAKED OIL.
-HANDWHEEL WAS INOP/MISSING.
-DRAIN PAN WAS INADEQUATE/LEAKED.
-DRAIN PAN DRAIN WAS CLOGGED.

ALRE, A/G 1, SHEAVE DAMPER ASSEMBLIES:
Loc :NR ___ A/G ENGINE
CSMP Name: A/G1 SHV DAMP

THE ARRESTING GEAR ENGINE SHEAVE DAMPER ASSEMBLIES HAD THE
FOLLOWING DEFICIENCIES:
-GUARD CABLE PROTECTIVE ENCLOSURES WERE BENT/HOLED, DID NOT
FIT PROPERLY.
-GUARD CABLE PROTECTIVE ENCLOSURE DOORS WERE
DAMAGED/MISSING, DOOR HINGES WERE BENT/BROKEN/MISSING.
-SHEAVE DAMPER ACCUMULATOR LEAKED.
-FLUID LEVEL GAUGE WAS OBSCURED.
-FLAPPER CONTROL VALVE LEAKED.
-AIR CHARGING VALVE LEAKED.
-LEAKED FLUID AT THE BUFFER END.

-MISSING LP AIR GAUGE FLUID STOWAGE SYSTEM.

ALRE, A/G 1, THRU-DECK SHEAVES:
Loc :FLIGHT DECK
CSMP Name: A/G1 THRU SHVS

ARRESTING GEAR PORT/STBD THRU-DECK SHEAVES ON THE FLIGHT DECK HAD MISSING COVER BOLTS AND GREASE FITTINGS.

ALRE, A/G 1, WEIGHT SELECTOR UNIT:
Loc :NR___ A/G ENGINE
CSMP Name: A/G1 WT SELECT

THE ARRESTING GEAR ENGINE WEIGHT SELECTOR UNIT HAD THE FOLLOWING DEFICIENCIES:
-HANDWHEEL DID NOT OPERATE PROPERLY.
-PUSHBUTTON STUCK.
-SCREWS WERE MISSING FROM THE LIMIT SWITCH COVER.
-EXCESSIVE PLAY IN THE POINTER SHAFT.

ALRE, A/G 1, WIRE SUPPORT ASSEMBLIES:
Loc :FLIGHT DECK
CSMP Name: A/G1 WR SPT ASS

THE ARRESTING GEAR WIRE SUPPORT ASSEMBLIES HAD THE FOLLOWING DEFICIENCIES:
-WERE IMPROPERLY ADJUSTED.
-WERE BROKEN/CRACKED/BENT.
-AFTER COVER WAS CRACKED.
-SCREWS WERE MISSING FROM THE FORWARD STOP.

ALRE, A/G, DECK EDGE CONTROL STA:
Loc :FLIGHT DECK/CATAWALK
CSMP Name: A/G DCK EDG CNTL

THE ARRESTING GEAR DECK EDGE CONTROL STATION HAD THE FOLLOWING DEFICIENCIES:

-RETRACTABLE SHEAVE LIGHT WAS INOP.
-RETRACT HANDLE WAS BENT.
-RETRACT VALVE CONTROL WIRE WAS LOOSE.

ALRE, A/G, LANDING AREA STATUS LIGHTS:
Loc :FLIGHT DECK
CSMP Name: A/G LND STS LGHT

THE LANDING AREA STATUS LIGHTS HAD THE FOLLOWING DEFICIENCIES:
-SYSTEM WAS INOP.
-____ OF ____ LIGHTS WERE INOP.
-FAILED TO DIM FROM FULL BRIGHT TO FULL BLACKOUT.
-FIXTURES WERE CORRODED.
-WIRING WAS CUT/FRAYED/ABRAIDED.
-MOUNTING BRACKET WAS DEFECTIVE.
-CONNECTION BOXES WAS CORRODED.

NAVAIR 51-50ABA-2
GSO 588

ALRE, A/G, PRI-FLY A/G CONTROLS:
Loc :PRI-FLY
CSMP Name: PRI-FLY A/G CONT

THE PRI-FLY ARRESTING GEAR CONTROL HAD THE FOLLOWING DEFICIENCIES:
-SYNCHRO RECEIVER WAS INOP.
-SYNCHRO DIAL CARDS WERE NOT THE SAME.
-WEIGHT SELECTOR PUSHBUTTON STATION WAS INOP.

ALRE, A/G, PURCHASE CABLES:
Loc :NR ___ A/G ENGINE
CSMP Name: A/G PCHS CBLS

THE NR ___ ARRESTING GEAR ENGINE/BARRICADE ENGINE PURCHASE CABLE HAD THE FOLLOWING DEFICIENCIES:
-RUBBED/CONTACTED THE SHEAVE GUARD AT _____.
-HAD BROKEN/KINKED WIRES AT _____.

ALRE, A/G, SOCKET POURING ROOM:
Loc :SOCKET POURING RM
CSMP Name: SOCKET POURING R

THE PORT/STBD SOCKET POURING ROOM HAD THE FOLLOWING DEFICIENCIES:
-POOR/INSUFFICIENT VENTILATION.
-NO EYEWASH STATION.
-NO SHOWER.
-WAS NOT CONFIGURED TO ENSURE SAFE WORKING CONDITIONS.
-INADEQUATE ELECTRICAL OUTLETS.

ALRE, BARRICADE, ENGINE:
Loc :BARRICADE A/G MACH R
CSMP Name: BARRICADE ENGINE

THE BARRICADE ENGINE HAD THE FOLLOWING DEFICIENCIES:
-MAIN ENGINE CYLINDER LEAKED.
-RAM WAS PITTED.
-DRIVE SYSTEM GUARDS WERE BENT.
-DRIVE SYSTEM SHEAVES WERE WORN.

GSO 588

ALRE, BARRICADE, HYDRAULIC SYSTEM:
Loc :BARR A/G MACH ROOM
CSMP Name: BRRCD HYD SYS

THE BARRICADE HYDRAULIC SYSTEM HAD THE FOLLOWING DEFICIENCIES:
-HYDRAULIC LINES LEAKED AT _____.
-LIQUID SIGHT INDICATOR WAS OBSCURED/DIFFICULT TO READ.
-POWER AVAILABLE LIGHT WAS INOP.

GSO 588

ALRE, BARRICADE, POWER PACKAGE:
Loc :BARRICADE ARR GEAR
CSMP Name: BRRCD PWR PCKG

THE BARRICADE POWER PACKAGE HAD THE FOLLOWING DEFICIENCIES:
-PISTON ROD IN THE STANCHION HYDRAULIC CYLINDER STICKS.
-VARIOUS VALVE HANDLES BROKEN OFF.
-UNION NUTS/O-RING SEALS LEAKED.
-POWER AVAILABLE LIGHT WAS INOP.

ALRE, BARRICADE, STANCHIONS:
Loc :FLIGHT DECK
CSMP Name: BRRCD STNCHNS

THE BARRICADE STANCHIONS HAD THE FOLLOWING DEFICIENCIES:
-FAILED TO LAY FLUSH WITH THE FLIGHT DECK IN THE DOWN POSITION.
-PENDANT AND ANCHOR INSTALLATION WAS WORN.
-DRAINS WERE CLOGGED, DECK WELLS WERE FULL OF DIRT/DEBRIS, AND WATER.
-DECK WELLS WERE CORRODED.

GSO 588

ALRE, BARRICADE, STOREROOM HATCH:
Loc :BARRICADE STOREROOM
CSMP Name: BRRCD STRRM HTCH

THE BARRICADE STOREROOM HATCH HAD THE FOLLOWING DEFICIENCIES:
-LEAKED.
-OPEN POSITION SECURING LATCH WAS INOP/MISSING.
-COAMING WAS BENT/DISTORTED/DAMAGED.
-BARRICADE ROLLER ASSEMBLY WAS SEIZED/INOP.
-DOGGING MECHANISM LACKED LINKAGE PARTS/WAS INOP.

ALRE, BARRICADE, STOWAGE LOCKER:
Loc :BARRICADE STOWAGE LK
CSMP Name: BRRCD STWG LCKR

THE BARRICADE STOWAGE LOCKER HAD THE FOLLOWING DEFICIENCIES:
- COMPARTMENT DRAINS WERE CLOGGED.
- STOWAGE RACK WAS RUSTED.
- COMPARTMENT LIGHTING WAS INADEQUATE.
- FLIGHT DECK HATCH LEAKED/WAS NOT WATERTIGHT.

GSO 588

ALRE, BARRICADE, TENSION WINCHES:
Loc :FLIGHT DECK
CSMP Name: BRRCD TNSN WNCH

THE BARRICADE TENSIONING WINCHES HAD THE FOLLOWING
DEFICIENCIES:
-WERE INOP.
-WERE CORRODED.
-BASE PLATE BOLTS WERE MISSING.
-GEAR ASSEMBLY WAS RUSTED.

GSO 588

ALRE, CAT 1, ACFT WEIGHT CONFIRM UNIT:
Loc :NR 1 CATAPULT
CSMP Name: CAT1 WT CNFRM

THE CATAPULT CONTROL SYSTEM ACFT WEIGHT CONFIRMATION UNIT
DID NOT OPERATE PROPERLY.

GEN-SPEC 588

ALRE, CAT 1, AIR FLASK:
Loc :NR 1 CAT RETR ENG
CSMP Name: CAT1 AIR FLSK

THE CATAPULT RETRACTION SYSTEM AIR FLASK HAD THE FOLLOWING
DEFICIENCIES:
-LEAKED AIR.
-WAS CORRODED.

GEN-SPEC 588
NAVAIR 51-20-2

ALRE, CAT 1, CENTER DECK CONTROL STATION:
Loc :NR 1 CAT CONTROL S
CSMP Name: CAT1 DCK CNTL

THE CATAPULT CENTER DECK CONTROL STATION HAD THE FOLLOWING
DEFICIENCIES:
-HATCH COVER WAS WARPED.
-DOGS WERE NOT WORKING PROPERLY.
-SEAL WAS WORN.
-SEAL WAS MISSING.
-FULL-UP LATCH LOCK WAS MISSING/DAMAGED.

GSO 588
NAVAIR 51-20-2

ALRE, CAT 1, CNTL SYS VELOCITY INDICATOR:
Loc :NR 1 CATAPULT
CSMP Name: CAT1 CNTL VEL IN

THE CATAPULT CONTROL SYSTEM VELOCITY INDICATOR HAD THE FOLLOWING DEFICIENCIES:
-DRUM SPEED WAS ERRATIC.
-WIRING WAS FRAYED.
-ELECTRICAL CONNECTIONS WERE LOOSE.

GSO 588

ALRE, CAT 1, CONTROL SYSTEM ELECTRICAL:
Loc :NR 1 CATAPULT
CSMP Name: CAT1 CNTL SYS EL

THE CATAPULT CONTROL SYSTEM ELECTRICAL CIRCUITS HAD THE FOLLOWING DEFICIENCIES:
-GROUNDS.
-WORN/FRAYED WIRING.
-CONNECTION BOXES, BULKHEAD STUFFING TUBES AND CONTROL BOXES WERE IMPROPERLY PACKED.
-THE STEAM RECEIVER/HIGH-LOW WATER LEVEL/VISUAL GO/NO-GO ALARM SYSTEM WAS INOP.
-IMPROPER JUMPER WIRES INSTALLED.

GSO 588

ALRE, CAT 1, CYLINDER ELONGATION INDICAT:
Loc :NR 1 CATAPULT
CSMP Name: CAT1 CYL ELNG IN

THE CATAPULT LAUNCH ENGINE CYLINDER ELONGATION INDICATOR HAD THE FOLLOWING DEFICIENCIES:
-WAS OUT OF ADJUSTMENT.
-HAD THE FOLLOWING MISSING/BROKEN PARTS:

GSO 588

ALRE, CAT 1, CYLINDERS/CYLINDER COVERS:
Loc :NR 1 CATAPULT TROU
CSMP Name: CAT1 CYLDR CVR

THE CATAPULT CYLINDERS/CYLINDER COVERS HAD THE FOLLOWING DEFICIENCIES:
-CYLINDER FOOT PAD LUBRICATION PIPING/FITTINGS WERE LOOSE OR

BROKEN.
-CYLINDER COVER LUBRICATION PIPING WAS LEAKING/BROKEN.
-TIE BOLTS WERE LOOSE/MISSING.
-STEAM LEAKED BETWEEN THE CYLINDER AND EXHAUST TEE.

NAVAIR 51-20-2
GSO 588

ALRE, CAT 1, DECK EDGE CONTROL PANEL:
Loc :NR 1 CAT DECK EDGE
CSMP Name: CAT1 DCK CNTL PN

THE CATAPULT CONTROL SYSTEM DECK EDGE CONTROL PANEL HAD THE FOLLOWING DEFICIENCIES:
-PANEL/BOX WAS DETERIORATED.
-LIGHT COVER WAS MISSING.
-WAS NOT SEALED AGAINST THE ELEMENTS.

GSO 588

ALRE, CAT 1, DECK EDGE CONTROL STATION:
Loc :NR 3 CAT CONTROL S
CSMP Name: CAT1 DCK CNTL ST

THE DECK EDGE CONTROL STATION HAD THE FOLLOWING DEFICIENCIES:
-HATCH COVER WAS WARPED.
-DOGS WERE NOT WORKING PROPERLY.
-SEAL WAS WORN.
-SEAL WAS MISSING.
-FULL-UP LATCH LOCK WAS MISSING/DAMAGED.

GSO 588
NAVAIR 51-20-2

ALRE, CAT 1, DECK EDGE SIGNAL BOX:
Loc :NR 1 CAT DECK EDGE
CSMP Name: CAT1 DCK SIG BX

THE CATAPULT CONTROL SYSTEM DECK EDGE SIGNAL BOX HAD THE FOLLOWING DEFICIENCIES:
-LIGHT COVERS WERE MISSING.
-BULBS WERE BURNED-OUT.
-WAS NOT SEALED AGAINST THE ELEMENTS.

GSO 588

ALRE, CAT 1, EXHAUST TEE:
Loc :NR 1 CAT STM PIPE
CSMP Name: CAT1 EXH TEE

THE CATAPULT LAUNCHING ENGINE EXHAUST TEE HAD THE FOLLOWING DEFICIENCIES:
-WAS CORRODED.
-LEAKED STEAM.
-LAGGING WAS DETERIORATED/OIL SOAKED (FIRE HAZARD).

NAVAIR 51-20-2
GSO 588

ALRE, CAT 1, EXHAUST VALVE:
Loc :NR 1 CAT STM PIPE
CSMP Name: CAT1 EXH VLV

THE CATAPULT LAUNCHING ENGINE EXHAUST VALVE HAD THE FOLLOWING DEFICIENCIES:
-LEAKED HYDRAULIC FLUID.
-LIMIT SWITCH WAS MISALIGNED.
-LEAKED STEAM.
-WAS CORRODED.
-WIRING WAS FRAYED.

GSO 588
NAVAIR 51-20-2

ALRE, CAT 1, FILTER & BOOST PUMP ASSEMBL:
Loc :NR 2 CAT RETR ENG RM
CSMP Name: CAT1 FLTR BST PM

THE CATAPULT FILTER AND BOOST PUMP ASSEMBLY HAD THE FOLLOWING DEFICIENCIES:
-LEAKED AT THE FLANGE/PUMP SHAFT SEAL.
-LOW PUMP OUTPUT.
-DIRTY/CLOGGED FILTERS.
-CONTROLLER WAS INOPERATIVE.

NAVAIR 51-20-2

ALRE, CAT 1, GRAVITY TANKS:
Loc :NR 1 CAT RETR ENG
CSMP Name: CAT1 GVTY TNKS

THE CATAPULT GRAVITY TANKS HAD THE FOLLOWING DEFICIENCIES:

-SIGHT GLASS GAUGE PROTECTORS WERE MISSING.
-SIGHT GLASS GAUGE SHUT-OFF VALVE HANDLES WERE MISSING.
-SIGHT GLASS GAUGES WERE MISSING.

GSO 588

ALRE, CAT 1, HOLDBACK CLEAT:
Loc :NR 1 CAT FLIGHT DK
CSMP Name: CAT1 HLDBCK CLT

THE CATAPULT HOLDBACK CLEAT HAD THE FOLLOWING DEFICIENCIES:
-WAS CORRODED.
-HAD DEFORMED SLOTS, WOULD NOT TAKE THE HOLDBACK CLEAT BAR.
-WAS LOOSE.
-SEALANT BETWEEN CLEAT AND FLIGHT DECK WAS DETERIORATED.

GSO 588
NAVAIR 51-20-2

ALRE, CAT 1, HYD SYS, ACCUMULATOR:
Loc :NR 1 CAT RETR ENG
CSMP Name: CAT1 HYD ACCUM

THE CATAPULT HYDRAULIC ACCUMULATOR HAD THE FOLLOWING DEFICIENCIES:
-LEAKED HYDRAULIC FLUID.
-LEAKED AIR.
-WAS CORRODED.
-EXTERNAL CONTROLS, ELECTRICAL OR MECHANICAL, DID NOT OPERATE PROPERLY.

NAVAIR 51-20-2
GSO 588

ALRE, CAT 1, HYD SYS, AIR CHARGING MANIF:
Loc :NR 1 CAT RETRA ENG
CSMP Name: CAT1 HYD AIR CHG

THE CATAPULT HYDRAULIC SYSTEM AIR CHARGING MANIFOLD HAD THE FOLLOWING DEFICIENCIES:
-LEAKED AIR.
-GAUGES WERE OUT OF CALIBRATION.
-VALVE HANDLES WERE BROKEN/MISSING/NOT COLOR-CODED.

GSO 588
NAVAIR 51-20-2

ALRE, CAT 1, HYD SYS, CIRCULATING PUMP:
Loc :NR 1 CAT RETRA ENG
CSMP Name: CAT1 HYD CIRC PM

THE CATAPULT HYDRAULIC SYSTEM CIRCULATING PUMP HAD THE FOLLOWING DEFICIENCIES:
-LEAKED FLUID.
-OUTPUT WAS TOO LOW.
-RELIEF VALVE WAS SET IMPROPERLY.
-FILTER WAS DIRTY.

GSO 588

ALRE, CAT 1, HYD SYS, EXHAUST CONTROL VL:
Loc :NR 1 CAT LNCH VLV
CSMP Name: CAT1 HYD EXH CNT

THE CATAPULT HYDRAULIC SYSTEM EXHAUST VALVE CONTROL VALVE LEAKED.

GSO 588

ALRE, CAT 1, HYD SYS, FLUID COOLERS:
Loc :NR 1 CAT RETR ENG
CSMP Name: CAT1 FLD COOL

THE CATAPULT HYDRAULIC SYSTEM FLUID COOLERS HAD THE FOLLOWING DEFICIENCIES:
-LEAKED HYDRAULIC FLUID.
-LEAKED SALTWATER.
-WERE CORRODED.
-ANNODES WERE DEPLETED.
-TEMPERATURE GAUGE DID NOT WORK PROPERLY.

GSO 588
NAVAIR 51-20-2

ALRE, CAT 1, HYD SYS, GAUGES:
Loc :NR 1 CAT MACH ROOM
CSMP Name: CAT1 HYD GAUGE

THE CATAPULT HYDRAULIC SYSTEM GAUGES/THERMOMETERS HAD THE FOLLOWING DEFICIENCIES:
-LEAKED HYDRAULIC FLUID.
-CALIBRATION DATES HAD EXPIRED.
-WERE BROKEN/MISSING.

-WERE IMPROPERLY MOUNTED.

GSO 588
NAVAIR 51-20-2

ALRE, CAT 1, HYD SYS, LAUNCH CONTROL VAL:
Loc :NR 1 CAT LNCH VLV
CSMP Name: CAT1 HYD CNTL VL

THE CATAPULT HYDRAULIC SYSTEM LAUNCH VALVE CONTROL VALVE
LEAKED HYDRAULIC FLUID.

GSO 588

ALRE, CAT 1, HYD SYS, PILOT VALVES CAM:
Loc :NR 1 CAT MAIN CTRL
CSMP Name: CAT1 HYD PLT VLV

THE CATAPULT HYDRAULIC SYSTEM CAM-OPERATED PILOT VALVE HAD
THE FOLLOWING DEFICIENCIES:
-LEAKED HYDRAULIC FLUID.
-WAS CORRODED.
-LINKAGE ARMS/CHAIN/LOCKS WERE WORN/DEFORMED.
-WAS NOT PROPERLY LUBRICATED.

GSO 588

ALRE, CAT 1, HYD SYS, PILOT VALVES SOL:
Loc :NR 1 CAT RETRA ENG
CSMP Name: CAT1 HYD PLT VLV

THE CATAPULT HYDRAULIC SYSTEM SOLENOID OPERATED PILOT VALVES
HAD THE FOLLOWING DEFICIENCIES:
-LEAKED HYDRAULIC FLUID.
-LEAKED AIR.
-ELECTRICAL WIRES WERE WORN/ABRADED/FRAYED.
-SOLENOIDS WERE NOT OPERATING PROPERLY.

GSO 588

ALRE, CAT 1, HYD SYS, PIPING & VALVES:
Loc :NR 1 CAT MACH ROOM
CSMP Name: CAT1 HYD PPG VLV

THE CATAPULT HYDRAULIC SYSTEM PIPING AND VALVES:

-LEAKED FLUID.
-HANGERS WERE LOOSE/BROKEN.
-VALVE HANDLES WERE BROKEN/MISSING.
-VALVE HANDLES WERE COLOR-CODED IMPROPERLY.

GSO 588
NAVAIR 51-20-2

ALRE, CAT 1, INTEGRATED CONTROL SYSTEM:
Loc :NR 1 CAT FLIGHT DK
CSMP Name: CAT1 INT CNTL SY

THE CATAPULT INTEGRATED CONTROL SYSTEM HAD THE FOLLOWING DEFICIENCIES:
-FAILED TO RAISE/LOWER PROPERLY.
-_____ OF _____ LIGHTS WERE BURNED-OUT/MISSING.
-_____ OF _____ GAUGES WERE OVERDUE/MISSING FOR CALIBRATION.
-WINDSHIELD WIPERS WERE INOP.
-WINDOWS WERE NOT SEALED/CRACKED.
-LOCKS FAILED TO OPERATE PROPERLY.
-HEATING/VENTILATION FAILED TO OPERATE PROPERLY/WAS INOP.
-EMERGENCY RAISING/LOWERING EQUIPMENT WAS IN POOR CONDITION/WAS INOP.

GSO 588

ALRE, CAT 1, JIGGER CONTROL VALVE:
Loc :NR 1 CAT RETRA ENG
CSMP Name: CAT1 JIG CNTL VL

THE CATAPULT HYDRAULIC SYSTEM JIGGER CONTROL VALVE HAD THE FOLLOWING DEFICIENCIES:
-LEAKED HYDRAULIC FLUID.
-PISTON/SPRING WAS IMPROPERLY ADJUSTED.
-WAS CORRODED.

GSO 588

ALRE, CAT 1, LAUNCH VALVE ENCLOSURE:
Loc :NR 1 CAT LNCH VLV
CSMP Name: CAT1 LNCH VLV

THE CATAPULT LAUNCH VALVE ENCLOSURE HAD THE FOLLOWING DEFICIENCIES:
-OVERHEAD LEAKED DURING ALL WASHDOWN EVOLUTIONS CREATING A HIGHLY CORROSIVE ATMOSPHERE FOR CRITICAL LAUNCH COMPONENTS.
-DECK DRAINS WERE CLOGGED/FULL OF DIRT/DEBRIS/INSUFFICIENT.
-DECK AND BULKHEADS WERE CORRODED.

-ELECTRICAL SHORTS/GROUNDS.
-LAGGING WAS OIL/WATER SOAKED/MISSING.
-VENTILATION/EXHAUST SYSTEM WAS INADEQUATE/INOP.
-ENCLOSURE OBSERVATION GLASS WAS
OBSCURED/CRACKED/DETERIORATED.
-STEAM SMOTHERING SYSTEM WAS INOP.

GSO 588
NAVAIR 51-20-2

ALRE, CAT 1, LAUNCH VALVE:
Loc :NR 1 CAT LNCH VLV
CSMP Name: CAT1 LNCH VLV

THE CATAPULT LAUNCH VALVE HAD THE FOLLOWING DEFICIENCIES:
-LEAKED STEAM.
-LEAKED HYDRAULIC FLUID.
-WAS CORRODED.
-TIMER SWITCHES WERE OUT OF ADJUSTMENT.
-START TIMER SWITCHES WERE OUT OF ADJUSTMENT.
-"NO-GO" GAUGE WAS MISSING.
-BROKEN LUBRICATION LINES.
-INSULATION/LAGGING WAS MISSING/DETERIORATED.
-SAFETY WIRE WAS MISSING/BROKEN.

GSO 588
NAVAIR 51-20-2

ALRE, CAT 1, LUBRICATION PUMPS:
Loc :NR 1 CAT MACH ROOM
CSMP Name: CAT1 LUB PMPS

THE CATAPULT LUBRICATION PUMP HAD THE FOLLOWING
DEFICIENCIES:
-LEAKED.
-OUTPUT WAS TOO LOW.
-RELIEF VALVE WAS IMPROPERLY SET.
-OPERATED IMPROPERLY.
-COUPLING GUARD WAS MISSING/BROKEN.

GSO 588
NAVAIR 51-20-2

ALRE, CAT 1, MAIN HYDRAULIC PUMPS:
Loc :NR 1 CAT RETRA ENG
CSMP Name: CAT1 HYD PMPS

THE CATAPULT'S MAIN HYDRAULIC PUMPS HAD THE FOLLOWING

DEFICIENCIES:
-#___ LEAKED.
-#___ OUTPUT WAS TOO LOW.
-#___ RELIEF VALVE IMPROPERLY SET.
-#___ OPERATED IMPROPERLY.
-#___ COUPLING GUARDS WERE MISSING/BROKEN.
-CONTROLLER WAS INOP.

GSO 588
NAVAIR 51-20-2

ALRE, CAT 1, NOSE GEAR LAUNCH EQUIPMENT:
Loc :NR 1 CAT FLIGHT DK
CSMP Name: CAT1 NS GR EQP

THE CATAPULT NOSE GEAR LAUNCH EQUIPMENT HAD THE FOLLOWING DEFICIENCIES:
-LEAKED HYDRAULIC FLUID.
-DECK PLATES WERE NOT FLUSH WITH THE FLIGHT DECK.
-SLIDE/LOCK/RESET ASSEMBLY MALFUNCTIONED MECHANICALLY.
-SLIDE ASSEMBLY DID NOT MOVE FULL AFT OR FULL FWD.
-WAS CORRODED.
-NOSE WHEEL GUIDE BARS WERE NOT PROPERLY INSTALLED.

GSO 588
NAVAIR 51-5-32

ALRE, CAT 1, PISTON ASSEMBLY:
Loc :NR 1 CAT TROUGH ASSY
CSMP Name: CAT1 PSTON ASS

THE CATAPULT LAUNCHING ENGINE PISTON ASSEMBLY HAD THE FOLLOWING DEFICIENCIES:
-NUTS/BOLTS WERE LOOSE.
-STEAM PISTON/RINGS WERE WORN-OUT.
-GUIDE WAS WORN-OUT.
-CONNECTOR DOGS WERE OUTSIDE TOLERANCE (_____ OF _____).
-WAS CORRODED.
-STRIP/CYLINDER WEAR PADS WERE WORN-OUT.
-EXCESSIVE EROSION OF WATER BRAKE SPEARS.

GSO 588

ALRE, CAT 1, RETRACTION, ENGINE, LINEAR:
Loc :NR 1 CAT RETR ENG
CSMP Name: CAT1 RTRCT ENG L

THE CATAPULT LINEAR RETRACTION SYSTEM ENGINE HAD THE

FOLLOWING DEFICIENCIES:
-LEAKED HYDRAULIC FLUID.
-LEAKED AIR.
-LOOSE NUTS/BOLTS ON THE BASE PLATES AND/OR FOUNDATIONS.
-PISTON ROD WAS CORRODED OR PITTED.
-CROSSHEAD TRACKS WERE PITTED OR MISALIGNED.
-LIMIT SWITCHES WERE MISALIGNED OR DID NOT WORK PROPERLY.
-VALVE HANDLES WERE MISSING OR BROKEN.

GSO 588

ALRE, CAT 1, RETRACTION, ENGINE, ROTARY:
Loc :NR 1 CAT RETRACT EN
CSMP Name: CAT1 RTRCT ENG R

THE CATAPULT ROTARY RETRACT ENGINE HAD THE FOLLOWING
DEFICIENCIES:
-LEAKED HYDRAULIC FLUID.
-IMPROPER CABLE TENSION PRESSURE.
-BALL-SCREW SHAFT WAS LOOSE.
-CARRIAGE SLIPPERS HAD IMPROPER TOLERANCE.
-DRUM SHAFT GEAR SHEAR PIN _____.
-SHAFT ATTACHMENT BOLTS _____.

GSO 588

ALRE, CAT 1, RETRACTION, SYSTEM:
Loc :NR 1 CAT RETRACT SYS
CSMP Name: CAT1 RTRCT SYS

THE CATAPULT RETRACTION DRIVE SYSTEM HAD THE FOLLOWING
DEFICIENCIES:
-FRAYED CABLES, BROKEN WIRES OR TANGLED.
-CABLES WERE NOT LUBRICATED, REQUIRED PRESERVATION.
-MANUAL RELEASE ARM OR PUSHROD WOULD NOT UNLOCK GRAB LATCH.
-WHEELS ON THE GRAB HAD FLAT SPOTS.
-CABLE FITTING ON THE GRAB WAS TOO TIGHT AND WOULD NOT ALLOW
CABLE DE-TORQUE.
-SHEAVE GUARDS WERE MISSING.
-SHEAVES WERE NOT PROPERLY LUBRICATED.
-SHEAVES WERE BROKEN/DEFORMED.

GSO 588

ALRE, CAT 1, SEALING STRIP/TENSIONER:
Loc :NR 1 CAT TROUGH ASSY
CSMP Name: CAT1 SLNG ST TN

THE CATAPULT LAUNCH ENGINE SEALING STRIP AND ITS TENSIONER
HAD THE FOLLOWING DEFICIENCIES:
-SPRING WAS NOT SET PROPERLY.
-WAS LOOSE OR MISSING NUTS AND BOLTS.
-ANCHOR WAS NOT SET PROPERLY.
-WAS CORRODED.

GSO 588

ALRE, CAT 1, SHUTTLE ASSEMBLY:
Loc :NR 1 CAT TROUGH
CSMP Name: CAT1 SHTL ASS

THE CATAPULT LAUNCH ENGINE SHUTTLE ASSEMBLY HAD THE
FOLLOWING DEFICIENCIES:
-FLAT SPOTS ON WHEELS.
-WOULD NOT TAKE GREASE.
-WEAR LIMITATION ON THE THROAT/BLADE.
-GUIDES WERE WORN-OUT.
-SPREADER/RAMP PINS WERE BEYOND TOLERANCE (____ OF ____).
-SHUTTLE DOGS WERE OUTSIDE OF TOLERANCE (____ OF ____).

GSO 588

ALRE, CAT 1, STEAM CHARGING SYSTEM:
Loc :NR 1 CAT MAIN CTR
CSMP Name: CAT1 ST CHG SYS

THE CATAPULT STEAM CHARGING SYSTEM HAD THE FOLLOWING
DEFICIENCIES:
-LEAKED AIR -EXPIRED GAUGE CALIBRATION DATA.
-OPERATION WAS SLOW/ERRATIC.

GSO 588

ALRE, CAT 1, STEAM ORDER TELEGRAPH:
Loc :NR 1 CAT CNTL STA
CSMP Name: CAT1 ST ORD TLG

THE CATAPULT STEAM ORDER TELEGRAPH HAD THE FOLLOWING
DEFICIENCIES:
-NUMBERS WERE OUT OF SEQUENCE WITH THE CONSOLE.
-LIGHTS WERE NOT WORKING.
-WAS NOT SEALED PROPERLY.

GSO 588
NAVAIR 51-20-2

ALRE, CAT 1, STEAM PIPING ROOM:
Loc :NR 1 CAT STEAM PIPE
CSMP Name: CAT1 ST PPG RM

THE CATAPULT STEAM PIPING ROOM HAD THE FOLLOWING DEFICIENCIES:
-STEAM LEAKS.
-LAGGING WAS DETERIORATED AND OIL SOAKED (FIRE HAZARD).
-VENTILATION AND EXHAUST SYSTEM WAS INADEQUATE/INOP.
-DECK, STEAM & HYDRAULIC PIPING WAS SEVERELY CORRODED FROM OVERHEAD LEAKAGE OF FLIGHT DECK FLUIDS.

NAVAIR 51-20-2
GSO 588

ALRE, CAT 1, STEAM PIPING, DRAIN:
Loc :NR 1 CAT STEAM PIPE
CSMP Name: CAT1 ST PPG DR

THE CATAPULT STEAM DRAIN PIPING HAD THE FOLLOWING DEFICIENCIES:
-LEAKED STEAM AT/FROM _____.
-LAGGING WAS DETERIORATED/TORN/CRUSHED/MISSING.
-PIPING WAS CORRODED.
-VALVE HANDLES WERE BROKEN/MISSING.
-GAUGES WERE OUT OF CALIBRATION/BROKEN.
-THERMOMETER WAS OUT OF CALIBRATION/BROKEN.
-DECK DRAINS WERE INSUFFICIENT/CLOGGED.
-VENTILATION WAS INADEQUATE/INOP.
-TRAPS DID NOT WORK PROPERLY.

GSO 588
NAVAIR 51-20-2

ALRE, CAT 1, STEAM PIPING, SUPPLY:
Loc :NR 1 CAT STEAM PIPE
CSMP Name: CAT1 ST PPG SPLY

THE CATAPULT STEAM SUPPLY PIPING HAD THE FOLLOWING DEFICIENCIES:
-LEAKED STEAM AT/FROM _____.
-LAGGING WAS DETERIORATED/TORN/CRUSHED/MISSING.
-PIPING WAS CORRODED.
-VALVE HANDLES WERE BROKEN/MISSING.
-VALVES FOR THE STEAM SMOTHERING SYSTEM DID NOT WORK PROPERLY.
-GAUGES WERE OUT OF CALIBRATION/BROKEN.
-THERMOMETER WAS OUT OF CALIBRATION/BROKEN.

-INSUFFICIENT/INOP LIGHTING.
-_____ FILL VALVE DID NOT WORK PROPERLY.

GSO 588
NAVAIR 51-20-2

ALRE, CAT 1, THRUST UNIT LAUNCHING ENGIN:
Loc :NR 1 CAT LNCH VLV
CSMP Name: CAT1 THR LNCH EN

THE CATAPULT THRUST UNIT LAUNCHING ENGINE HAD THE FOLLOWING DEFICIENCIES:
-LEAKED STEAM.
-WAS CORRODED.

GSO 588

ALRE, CAT 1, TROUGH, COVERS/ASSEMBLIES:
Loc :NR 1 CAT TROUGH ASSY
CSMP Name: CAT1 TRGH ASS

THE CATAPULT TROUGH ASSEMBLIES HAD THE FOLLOWING DEFICIENCIES:
-UPPER AND LOWER RAILS WERE MISALIGNED.
-TROUGH COVERS WERE MISALIGNED.
-TROUGH COVERS WERE MISSING BOLTS.
-TROUGH COVERS HAD EXCESSIVE VERTICAL MOVEMENT.
-TROUGH COVERS WERE LOOSE/HAD EXCESSIVE VERTICAL MOVEMENT.
-TROUGH COVER GASKETS WERE WORN.
-TROUGHS LACKED DRAINS.
-TROUGH COVERS HAD BROKEN/MISSING BOLTS -TROUGH COVERS WERE MISALIGNED.
-NOSE GEAR LAUNCH DECK PLATE WAS NOT PROPERLY SEALED TO KEEP OUT FLUIDS.

GSO 588
NAVAIR 51-20-2

ALRE, CAT 1, TROUGH, FOAM BARRIER ASSY:
Loc :NR 1 CAT TROUGH ASSY
CSMP Name: CAT1 TRGH FM BR

THE CATAPULT TROUGH FOAM BARRIER ASSEMBLY HAD THE FOLLOWING DEFICIENCIES:
-WAS BROKEN.
-WAS OIL/FUEL SOAKED.
-SIGNS OF FIRE DAMAGE.
-WAS DETERIORATED.

GSO 588
NAVAIR 51-20-2

ALRE, CAT 1, TROUGH, INSULATION/SHEATHIN:
Loc :NR 1 CAT TROUGH ASSY
CSMP Name: CAT1 TRGH INS

THE CATAPULT TROUGH INSULATION/SHEATHING HAD THE FOLLOWING DEFICIENCIES:
-HOLES/SIGNS OF INCONSISTENCY.
-SHOWED SIGNS OF CONTACT FROM CATAPULT MOVEMENT.
-SHOWED SIGNS OF FIRE DAMAGE.

GSO 588
NAVAIR 51-20-2

ALRE, CAT 1, TROUGH, WING VOID COVERS:
Loc :NR 1 CAT TROUGH ASSY
CSMP Name: CAT1 TRGH VD CVR

THE CATAPULT TROUGH WING VOID COVERS AND ACCESS PLATES HAD THE FOLLOWING DEFICIENCIES:
-TROUGH COVERS WERE MISALIGNED.
-TROUGH COVERS WERE MISSING BOLTS.
-TROUGH COVERS HAD EXCESSIVE VERTICAL MOVEMENT.
-TROUGH COVERS WERE LOOSE/HAD EXCESSIVE VERTICAL MOVEMENT.
-TROUGH COVER GASKETS WERE WORN.
-TROUGHS LACKED DRAINS.
-TROUGH COVERS HAD BROKEN/MISSING BOLTS -TROUGH COVERS WERE MISALIGNED.

GSO 588
NAVAIR 51-20-2

ALRE, CAT 1, WATER BRAKE CYLINDER:
Loc :NR 1 CAT TROUGH ASSY
CSMP Name: CAT1 WTR BRK CYL

THE CATAPULT WATER BRAKE CYLINDER ASSEMBLY HAD THE FOLLOWING DEFICIENCIES:
-WAS IMPROPERLY ALIGNED.
-JET/STRIKER RING WAS DAMAGED.
-CHOKE RING WAS DAMAGED.
-LOOSE/MISSING BOLTS.
-HONEYCOMB STRAINER WAS WORN/BROKEN.
-FOOT PAD LUBRICATION LINES WERE BROKEN/MISSING.
-TELESCOPIC SECTION LUBRICATION LINES WERE BROKEN/MISSING.

-WORN/FRAYED WATER HOSES (SUPPLY/ELBOW PRESSURE).
-SAFETY WIRE WAS BROKEN/MISSING.

GSO 588

ALRE, CAT 1, WATER BRAKE, BUTTRESS PLATE:
Loc :NR 1 CAT TROUGH ASSY
CSMP Name: CAT1 WTR BRK BUT

THE CATAPULT WATER BRAKE BUTTRESS PLATE HAD THE FOLLOWING DEFICIENCIES:
-WAS WARPED OR MISFORMED.
-BOLT HOLES WERE STRIPED AND COULD NOT BE TORQUED PROPERLY.
-WAS CORRODED.
-VOID ACCESS WAS DETERIORATED.

GSO 588
NAVAIR 51-20-2

ALRE, CAT 1, WATER BRAKE, PIPING:
Loc :NR 1 WATER BRAKE RM
CSMP Name: CAT1 WTR BRK PPG

THE CATAPULT WATER BRAKE PIPING HAD THE FOLLOWING DEFICIENCIES:
-WAS WORN/BENT/SHOWED SIGNS OF STRESS DAMAGE.
-HAD LOOSE HANGERS.
-LEAKED FROM/AT _____.

GSO 588
NAVAIR 51-20-2

ALRE, CAT 1, WATER BRAKE, PRESSURE SWITC:
Loc :NR 1 WATER BRAKE RM
CSMP Name: CAT1 WTR BRK PR

THE CATAPULT WATER BRAKE PRESSURE SWITCHES WERE SET IMPROPERLY.

GSO 588

ALRE, CAT 1, WATER BRAKE, PUMPS:
Loc :NR 1 WATER BRAKE RM
CSMP Name: CAT1 WTR BRK PMP

THE CATAPULT WATER BRAKE PUMPS HAD THE FOLLOWING
DEFICIENCIES:
-PUMP A/B LEAKED.
-PUMP A/B OUTPUT WAS TOO LOW.
-PUMP A/B OPERATED IMPROPERLY.
-PUMP A/B GLAND MEASUREMENT WAS IMPROPER.

GSO 588
NAVAIR 51-20-2

ALRE, CAT 1, WATER BRAKE, TANK:
Loc :NR 1 WATER BRAKE RM
CSMP Name: CAT1 WTR BRK TNK

THE CATAPULT WATER BRAKE TANK HAD THE FOLLOWING
DEFICIENCIES:
-WAS CORRODED.
-COOLERS WERE NOT WORKING PROPERLY.
-DRAINS WERE NOT WORKING PROPERLY.
-SCREEN WAS BROKEN OR INSUFFICIENT.
-INSUFFICIENT VENTILATION.
-VENT DAMPER WAS INOP.

GSO 588
NAVAIR 51-20-2

ALRE, CAT 1, WING VOIDS:
Loc :NR 1 CAT WING VOID
CSMP Name: CAT1 WING VOID

THE CATAPULT WING VOIDS HAD THE FOLLOWING DEFICIENCIES:
-WING VOIDS WERE CORRODED.
-WING VOIDS CONTAINED DIRT/DEBRIS, STANDING WATER.
-WING VOID DRAINS WERE FULL OF DIRT/DEBRIS, CLOGGED.
-WING VOID DRAINS WERE RUSTED.

GSO 588
NAVAIR 51-20-2

ALRE, JBD 1, COOLING WATER PIPE/VALVES:
Loc :SEE REMARKS
CSMP Name: JBD1 COOL WTR

THE JET BLAST DEFLECTOR COOLING WATER PIPING AND SHUTOFF
VALVE HAD THE FOLLOWING DEFICIENCIES:
-LEAKED SALTWATER.
-HANGERS WERE BROKEN/MISSING.

-VALVE HANDLES WERE BROKEN/MISSING.
-SWIVEL JOINTS DID NOT WORK FREELY.
-SHUTOFF VALVE WOULD NOT OPEN/CLOSE.

GSO 588
NAVAIR 51-70-1 THRU 10

ALRE, JBD 1, DECK EDGE/AUX CNTL PANEL:
Loc :#___ JBD CONT PANEL
CSMP Name: JBD1 AUX CNTL PN

THE JET BLAST DEFLECTOR DECK EDGE/AUXILIARY CONTROL PANEL
HAD THE FOLLOWING DEFICIENCIES:
- GAUGE WAS OUT OF CALIBRATION.
- BOX COVER WAS DETERIORATED.
- LOCK WAS MISSING.
- VALVE HANDLE WAS MISSING.
- VALVE HANDLE WAS BROKEN.

GSO 588
NAVAIR 51-70-1 THRU 10

ALRE, JBD 1, ELECTRICAL CONTROLS:
Loc :NR ___ JBD CONT PANE
CSMP Name: JBD1 ELEC CNTL

THE JET BLAST DEFLECTOR ELECTRICAL CONTROLS HAD THE
FOLLOWING DEFICIENCIES:
-SWITCH COVER WAS BROKEN/MISSING.
-LIGHTS WERE INOP.
-CHEST PACK CORD WAS FRAYED/MISSING.
-WERE CORRODED.

GSO 588
NAVAIR 51-70-1 THRU 10

ALRE, JBD 1, FLEX HOSES:
Loc :NR ___ JBD
CSMP Name: JBD1 FLEX HOSES

THE JET BLAST DEFLECTOR FLEXIBLE HOSES HAD THE FOLLOWING
DEFICIENCIES:
-HYDRAULIC FLEX HOSES WERE WORN/FRAYED.
-SALT WATER FLEX HOSES WERE WORN/FRAYED.
-HAD LOOSE HYDRAULIC/SALT WATER CONNECTIONS.

GSO 588
NAVAIR 51-70-1 THRU 10

ALRE, JBD 1, FOUNDATIONS:
Loc :NR ___ JBD
CSMP Name: JBD1 FOUNDATION

THE JET BLAST DEFLECTOR FOUNDATIONS HAD THE FOLLOWING DEFICIENCIES:
-WERE MISALIGNED.
-WERE CORRODED.
-SHOWED SIGNS OF THERMAL DAMAGE.
-HINGE PINS WERE NOT LUBRICATED.
-EXCESSIVE BUSHING CLEARANCE.
-CATAPULT DECK COOLING PANELS HAD BEEN DEACTIVATED AND WERE CORRODED AT THE FLIGHT DECK SURFACE.

GSO 588
NAVAIR 51-70-1 THRU 10

ALRE, JBD 1, HYDRAULIC CYLINDERS:
Loc :NR ___ JBD
CSMP Name: JBD1 HYD CYL

THE JET BLAST DEFLECTOR HYDRAULIC CYLINDERS HAD THE FOLLOWING DEFICIENCIES:
-LEAKED HYDRAULIC FLUID.
-HAD LOOSE NUTS/RODS.
-PISTON ROD HAD SIGNS OF BINDING/PITTING/CORROSION.
-CUSHION VALVE WAS IMPROPERLY ADJUSTED/INOP.

GSO 588
NAVAIR 51-70-1 THRU 10

ALRE, JBD 1, HYDRAULIC FILTER ASSY:
Loc :NR ___CAT RETRA ENG
CSMP Name: JBD1 HYD FLTR

THE JET BLAST DEFLECTOR HYDRAULIC FILTER ASSEMBLY HAD THE FOLLOWING DEFICIENCIES:
-LEAKED FLUID.
-FILTER BYPASS WAS INDICATED.
-MANUAL CONTROL HANDLE DID NOT WORK PROPERLY.

GSO 588
NAVAIR 51-70-1 THRU 10

ALRE, JBD 1, HYDRAULIC PIPE/VALVES:
Loc :NR ___ JBD MACH ROOM
CSMP Name: JBD1 HYD PIPE VL

THE JET BLAST DEFLECTOR HYDRAULIC PIPING/VALVES HAD THE FOLLOWING DEFICIENCIES:
-LEAKED FLUID.
-PIPE HANGERS WERE BROKEN/MISSING.
-VALVE HANDLES WERE BROKEN/MISSING.
-VALVE HANDLES WERE NOT COLOR-CODED.
-WERE CORRODED.
-REDUCING STATION PANEL GAUGES WERE MISSING.

GSO 588
NAVAIR 51-70-1 THRU - 10

ALRE, JBD 1, MACHINERY BOX & DRAINS:
Loc :NR ___ JBD
CSMP Name: JBD1 MCH BX DR

THE JET BLAST DEFLECTOR MACHINERY BOX AND DRAINS HAD THE FOLLOWING DEFICIENCIES:
-WERE CORRODED.
-WERE CLOGGED.
-NO DRAINS INSTALLED.

GSO 588
NAVAIR 51-70-1 THRU 10

ALRE, JBD 1, PANELS:
Loc :NR ___ JBD
CSMP Name: JBD1 PANELS

THE JET BLAST DEFLECTOR COOLING WATER PANELS HAD THE FOLLOWING DEFICIENCIES:
-LEAKED SALTWATER FROM:
_____.
-FAILED TO RAISE/LOWER IN REQUIRED/PRESCRIBED TIME LIMITS.
-FAILED TO LOWER FLUSH WITH FLIGHT DECK.
-SHOWED SIGNS OF THERMAL DAMAGE.
-PANELS WERE CRACKED/GOUGED AND/OR HAD EVIDENCE OF FOD DAMAGE.
-WERE CORRODED.
-HAD LOOSE HINGE BOLTS.
-HAD LOOSE FOUNDATIONS.
-COOLING WATER PRESSURE WAS TOO HIGH/LOW.
-NON-SKID PANEL SURFACE WAS WORN SMOOTH, PANELS LACKED SUFFICIENT NON-SKID PROFILE.

GSO 588

NAVAIR 51-70-1 THRU 10

ALRE, JBD 1, PERFORMANCE:
Loc :FLT DECK
CSMP Name: JBD1 PERFORM

JBD PANELS HAD THE FOLLOWING PERFORMANCE DEFICIENCIES:
-PANEL CYCLE TIME (FULL DOWN - FULL UP) EXCEEDED 5 SECONDS.

GSO 588 (CYCLE TIME PARA 588G)

ALRE, JBD 1, RELAY BOXES:
Loc :NR ___ JBD MACH ROOM
CSMP Name: JBD1 RLY BXS

THE JET BLAST DEFLECTOR RELAY BOXES HAD THE FOLLOWING
DEFICIENCIES:
-STUFFING TUBE WAS NOT PROPERLY PACKED.
-LOCK WAS MISSING.
-WAS CORRODED.

GSO 588
NAVAIR 51-70-1 THRU 10

ALRE, JBD 1, STRAINERS:
Loc :SEE REMARKS
CSMP Name: JBD1 STRNRS

THE JET BLAST DEFLECTOR STRAINER HAD THE FOLLOWING
DEFICIENCIES:
-LEAKED SALTWATER.
-STRAINER/BASKET WAS BROKEN/MISSING.
-GAUGE WAS INOP.
-SELECTOR HANDLE WAS INOP.

GSO 588
NAVAIR 51-70-1 THRU 10

CS, AEL, CHAINS:
Loc :SEE REMARKS
CSMP Name: AEL CHAINS:

TD1 TIE-DOWN CHAINS HAD THE FOLLOWING DEFICIENCIES:
-TIE-DOWN CHAINS WERE MISSING.

-TIE-DOWN CHAINS WERE CORRODED.
-TIE-DOWN CHAINS LACKED PMS.

AVNFACBUL-1 (SERIES)
(AEL) 2-830024025
PMS

CS, AEL, CHOCKS:
Loc :SEE REMARKS
CSMP Name: AEL CHOCKS:

NWC4 WHEEL CHOCKS HAD THE FOLLOWING DEFICIENCIES:
-CHOCKS WERE MISSING.
-CHOCKS RELEASE PIN LANYARDS WERE FRAYED/BROKEN.

AVNFACBUL-1 SERIES
(AEL) 2-830024025
PMS

CS, AEL, CRANIALS:
Loc :SEE REMARKS
CSMP Name: CRANIALS:

OF _____ FLIGHT DECK CRANIAL HELMETS INSPECTED, THE
FOLLOWING DEFICIENCIES WERE NOTED:
-AN INSUFFICIENT NUMBER OF CRANIALS WERE ONBOARD, SHIP'S AEL
REQUIRED _____, BUT _____ WERE ONHAND.
THE SHIP LACKED _____ (NUMBER) _____ (COLOR) CRANIALS.
-_____ HAD CRACKED/CHIPPED FRONT/BACK SHELLS.
-_____ HAD DETERIORATED (DRY-ROTTED) LINERS.
-_____ LACKED REFLECTIVE TAPE IAW NWP 42.
-_____ LACKED VELCRO PAD IAW NWP 42.
-_____ HAD BRITTLE/HARD/DETERIORATED EAR PADS.
-_____ SOUND SUPPRESSOR (HEARING PROTECTION) HEADBAND
HARDWARE WAS CORRODED.
-_____ GOGGLES HAD SCRATCHED/CRACKED/MISSING LENSES.
-_____ GOGGLES HAD DETERIORATED/TORN PADDING.
-_____ GOGGLES WERE MISSING/NOT ATTACHED OR LACKED CLEAR
LENSES NIGHT FLIGHT OPS.
-_____ CRANIALS WERE NOT STENCILED WITH THE SHIP'S NAME AND
HULL NUMBER.

NAVAIR 13-1-6/7
NWP-42
AVNFACBUL-1 SERIES
(AEL) 2-830024025

CS, AEL, CRASH/RESCUE KIT:
Loc :SEE REMARKS

CSMP Name: CRASH/RESCUE KIT

A DESIGNATED HELO CRASH & RESCUE KIT WITH REQUIRED TOOLS WAS NOT ONBOARD OR THE FOLLOWING TOOLS WERE NOT SERVICEABLE OR WERE MISSING FROM THE CRASH LOCKER/KIT:

AVNFACBUL-1 SERIES
(AEL) 2-830024025
PMS

CS, AEL, EQUIP A/C SLINGS:
Loc :FLIGHT DECK
CSMP Name: EQUIP A/C SLINGS

AIRCRAFT SLINGS WERE NOT PROVIDED OR DEFICIENT AS NOTED:
-_____OF _____ UNIVERSAL SLINGS (40') WERE NOT PROVIDED/NOT LOAD CERTIFIED.
-_____OF _____UNIVERSAL SLINGS (50') WERE NOT PROVIDED/NOT LOAD CERTIFIED.
-BELLY BAND SLINGS WERE NOT PROVIDED/NOT LOAD CERTIFIED.
-AIRCRAFT SLINGS FOR THE FOLLOWING A/C THAT ARE NORMALLY EMBARKED WERE NOT PROVIDED AT THE FLIGHT DECK CRASH AND RESCUE STATION.

NAVAIR 00-80R-19

CS, AEL, GENERAL:
Loc :SEE REMARKS
CSMP Name: AEL GENERAL:

THE FOLLOWING AERONAUTICAL MATERIAL, MOORING AIDS AND EQUIPMENT FOR HELICOPTER OPERATIONS REQUIRED FOR AVIATION CERTIFICATION WERE MISSING:

ALLOWANCE EQUIPAGE LIST (AEL) 2-830024025

CS, AEL, MK1 GENERAL/ PMS:
Loc :FLIGHT/HANGAR DECK
CSMP Name: MK1 GENERAL/ PMS

MK1 LIFE VESTS HAD THE FOLLOWING DEFICIENCIES:
-AIA WERE NOT INSTALLED.
-INSUFFICIENT NUMBER OF LIFE VESTS WERE ONBOARD.
THE -VEST FABRIC JACKETS WERE DETERIORATED/TORN/DIRTY/CONTAMINATED WITH PETROLEUM PRODUCTS.
-LACKED REFLECTIVE TAPE COVERAGE.

-SNAPS/FASTENERS WERE MISSING/CRUSHED.
-STROBE LIGHTS WERE INOP/MISSING.
-BATTERIES FOR STROBE LIGHTS WERE EXPIRED/LACK SERVICE LIFE DATE LABEL.
-WHISTLES WERE MISSING.
-DYE MARKERS WERE MISSING.
-BLADDER ASSEMBLIES BLADDERS WERE TWISTED AND/OR WERE NOT DISTRIBUTED FULLY THROUGH THE VEST.
-VESTS WERE NOT STENCILED WITH THE SHIP'S NAME AND HULL NUMBER AND SERIAL NUMBER FOR PMS EGL IDENTIFICATION.

PMS MIP5832
AEL 2-830024025
NAVSEA 240319Z APR96

CS, AEL, MK1 INFLATION:
Loc :SEE REMARKS
CSMP Name: MK1 INFLATION:

___OF 10 MK1 LIFE VESTS FAILED TO PROPERLY INFLATE BECAUSE OF FOLLOWING REASONS:
(MANIFOLD- DUAL CYLINDER/ AIA CONAX /AIA STRON).
-TORQUE ON MANIFOLD RETAINING NUT INADEQUATE/NUT LOOSE.
-GASKETS MISSING/DAMAGED/INCORRECT.
-FABRIC CAUGHT BETWEEN MANIFOLD AND BLADDER.
-CO2 CYLINDERS MISSING/LOOSE/EXPENDED/NOT FULLY SEATED.
-BLADDER TWISTED -BLADDER HOLED.
-BALDDER/INFLATION TUBE/INTERFACE LEAKED.

PMS MIP5832
AEL 2-830024025

CS, AEL, PROXIMITY SUITS:
Loc :SEE REMARKS
CSMP Name: PROXIMITY SUITS:

PROXIMITY SUITS HAD THE FOLLOWING DISCREPANCIES:
-INSUFFICIENT QUANTITY WERE ONBOARD.
THE SHIP'S AEL REQUIRED _____ COMPLETE SERVICEABLE SETS ONBOARD, ONLY _____ SERVICEABLE SETS WERE ONHAND.
-SUITS DID NOT MEET REQUIRED SPECIFICATIONS.
(WRONG MANUFACTURER/ASBESTOS LINED, OR LACKED NFPC CERTIFICATION.
) -ALUMINIZED PROXIMITY CLOTHING PROVIDED WAS NOT A MULTI-PIECE ENSEMBLE:
COAT, TROUSERS W/LINERS, & GLOVES, (ONE-PIECE ALUMINIZED COVERALLS ARE NOT AUTHORIZED).
-ALUMINUM COVERING WAS PEELING/WORN ON _____ OF _____ COATS, AND FROM _____ OF _____ TROUSERS.
-_____ OF _____ COATS AND _____ OF _____ TROUSERS WERE

TORN.
-ALUMINIZED GLOVES WERE NOT PROVIDED/IMPROPER TYPE.
-LINERS WERE MISSING FROM ALUMINIZED GLOVES.
-_____ PAIRS OF TROUSERS LACKED SUSPENDERS.
-SUITS LACKED SHIP'S NAME AND HULL NUMBER STENCILED TO THE INSIDE.
-ADEQUATE STOWAGE SPACE WAS NOT PROVIDED.
PROXIMITY SUIT BOOTS HAD THE FOLLOWING DEFICIENCIES:
-CRACKED,WORN.
-INCORRECT TYPE (NOT STEEL TOE AND SHANK TYPE).
-LACKED A SUFFICIENT QUANTITY SERVICEABLE BOOTS.
PROXIMITY SUIT HOODS HAD THE FOLLOWING DISCREPANCIES:
-___ OF ___ REQUIRED PROXIMITY SUITS WERE MISSING.
-___ OF ___ HOODS LACKED HELMETS.
-_____ OF _____ HOOD GOLD REFLECTORIZED FACE SHIELDS WERE MISSING OR SCRATCHED EXCESSIVELY.
-ALUMINIZED COVERING WAS PEELED/TORN ON _____ HOODS.
-SPARE GOLD REFLECTORIZED FACE SHIELDS WERE NOT ONBOARD.
-HOODS WERE NOT STENCILED ON THE INSIDE WITH THE SHIP'S NAME AND HULL NUMBER.
-ADEQUATE STOWAGE WAS NOT PROVIDED.

NAVAIR 00-80R-14
PMS
(AEL) 2-830024025
AVIAFACBUL-1 SERIES

CS, EQUIP, CRASH DOLLIES:
Loc :FLIGHT DECK
CSMP Name: CRASH DOLLIES:

FLIGHT DECK CRASH DOLLIES HAD THE FOLLOWING DEFICIENCIES:
-INSUFFICIENT NUMBER PROVIDED (_____ REQD, _____ ONBOARD).
-_____ OF _____ WERE CORRODED.
- _____ OF _____ WERE INOP/UNUSABLE.

CS, EQUIP, CRASH/SALVAGE CRANE(TILLY):
Loc :FLIGHT DECK
CSMP Name: CRASH/SALVAGE CR

THE CRASH CRANE HAD THE FOLLOWING DISCREPANCIES:
-INSUFFICIENT CAPACITY.
-REMOTE CONTROL BOX WAS INOP.
-HOOK LIMIT SWITCHES WERE OUT OF TOLERANCE (UPPER/LOWER).
-FLOODLIGHTS WERE INOP.
-WAS NOT ON BOARD/INOP.

CS, EQUIP, MOBILE TAU:
Loc :SEE REMARKS
CSMP Name: MOBILE TAU:

THE MOBILE TWIN AGENT UNITS (TAU) HAD THE FOLLOWING DEFICIENCIES:
-NITROGEN CYLINDER GAUGE WAS OUT OF CALIBRATION.
-HOSES WERE NOT HYDROSTATICALLY TESTED.
-WAS OUTFITTED WITH THE WRONG TYPE NOZZLES.
-AFFF PRESSURIZING VALVES WERE INOP.
-DISCHARGE LEVER WAS INOP.
-DIVERTER VALVES WERE INOP.

NAVAIR 00-80R-19

CS, EQUIP, P16 FIREFIGHTING UNIT:
Loc :SEE REMARKS
CSMP Name: P16 FIREFIGHTING

P16 FIREFIGHTING UNITS HAD THE FOLLOWING DEFICIENCIES:
-HOSES/FITTINGS/NOZZLES WERE DAMAGED
-AN INADEQUATE CAPACITY OF LIGHT/WATER/PKP/NITROGEN (HALON 1211/P16A)
-NOZZLES WERE PLUGGED/INOP.

NAVAIR 00-80R-14

FAC, AV8 DEMINERALIZED WATER:
Loc :FLIGHT / HANGAR DECK
CSMP Name: AV8 DEMINERALIZE

DEMINERALIZED WATER SYSTEM FOR AV-8 WATER INJECTION SYSTEM SERVICING HAD THE FOLLOWING DEFICIENCIES:
-WAS NOT PROVIDED/INOP AT STATION .
-HAD ONLY _____ OF THREE REQUIRED HOSE OUTLETS.
-FLIGHT AND HANGAR DECK OUTLETS WITHOUT 150 FOOT LENGTHS OF HOSE ATTACHED.
-FLIGHT AND HANGAR DECK OUTLETS INCAPABLE OF DELIVERING WATER AT A MINIMUM RATE OF 5 TO 10 GALLONS PER MINUTE
-ALARM PANEL METERS WERE NOT CALIBRATED/AUDIBLE ALARM WAS INOP.
-
-FLIGHT AND HANGAR DECK OUTLETS WHICH LACKED PROPER IDENTIFICATION.
-FLIGHT AND HANGAR DECK OUTLETS WHICH DELIVERED WATER EXCEEDING 10 PARTS PER MILLION (PPM) IN SALINITY

AMPHIB AVNFACBUL-1 (SERIES)

FAC, AVIATION OFFICE:
Loc :SEE REMARKS
CSMP Name: AVIATION OFFICE:

AVIATION OFFICE HAD THE FOLLOWING DEFICIENCIES:
-_____ OF _____ (WHITE/RED) OVERHEAD LIGHT FIXTURES HAD ONE OR MORE LAMPS INOP.
-LAGGING AT:
_____, WAS DETERIORATED/TORN/CRUSHED/MISSING.
-LAGGING AT:
_____, WAS IN A HIGH WEAR/USE AREA AND REQUIRED PROTECTIVE STAINLESS STEEL FLASHING.
-COMPARTMENT VENTILATION WAS DEGRADED/INOP.
-SYSTEM HAD INSUFFICENT/NEGLIGIBLE VOLUME/FLOW.
-SUPPLY/EXHAUST SCREENS/GRATES WERE DIRTY/CLOGGED/MISSING.
-OVERHEAD COOLING UNIT WAS DEGRADED/INOP.
-DUCTWORK WAS DAMAGED/MISSING.
-MOTOR/BLOWER WAS NOISY.
-INTAKE/EXHAUST GRATES AND THE UNIT'S FILTER WERE DIRTY/CLOGGED.
-DRAIN PAN/LINE LEAKED, DRAIN LINE WAS CLOGGED.
-COOLING UNIT AND ITS CHILLED WATER SUPPLY LINE HAD DETERIORATED/TORN/INSUFFICIENT/MISSING LAGGING; DRIPPED CONDENSATION ON THE DECK/ONTO ELECTRONIC EQUIPMENT.
-HELO OFFICE LACKED TWO SERVICEABLE DESKS, TWO BOOK RACKS, AND TWO SERVICEABLE FILE CABINETS, REQUIRED FOR CLASS 1 CERTIFICATION OF AN H-60B.
-ELECTRICAL OUTLETS WERE DAMAGED/INOP.
-COMPARTMENT WAS DIRTY, TRASH/DEBRIS IN CORNERS.
-DARKEN-SHIP SWITCH WAS INOP.
-BATTLE LANTERN WAS DIM/INOP/MISSING.

AVNFACBUL-1 SERIES
GSO 588Q
PMS

FAC, AVIATION WORKSHOP:
Loc :SEE REMARKS
CSMP Name: AVIATION WKSHP

HELO/AVIATION WORKSHOP HAD THE FOLLOWING DEFICIENCIES:
-OVERHEAD LIGHT FIXTURES HAD ONE OR MORE LAMPS INOP.
-WORKBENCH HAD BROKEN/MISSING DRAWERS/DOORS/HANDLES.
-NONSKID DECK WAS WORN/FLAKING.
-VISE WAS NOT INSTALLED/PROVIDED.
-GRINDER WAS NOT INSTALLED.
-VIDMAR/STORAGE CABINETS HAD BROKEN/MISSING DRAWERS/DOORS/HANDLE.
-LP AIR STATION (INCLUDING DRIER/REGULATOR/HOSE) WAS NOT INSTALLED/PROVIDED.

-115 VOLT, 60 HZ ELECTRICAL OUTLETS WERE INOP/NOT INSTALLED/PROVIDED.
-LOCKER FOR STORAGE OF FLAMMABLE MATERIALS WAS NOT INSTALLED/PROVIDED.
-ELECTRONIC WORKBENCH HAD EXPOSED METAL FASTENERS/DRAWER FACES.
-ELECTRONIC WORKBENCH 28 VDC/400 HZ OUTLETS WERE NOT PROVIDED/INOP.
-COMPARTMENT WAS DIRTY, TRASH/DEBRIS IN CORNERS.
-DARKEN-SHIP SWITCH WAS INOP.
-BATTLE LANTERN WAS DIM/INOP/MISSING.

AVNFACBUL-1 SERIES
GSO 588Q
PMS

FAC, CONFLAG STATION, CNTLS:
Loc :NR ___ CONFLAG STA
CSMP Name: CONFLAG CNTLS:

CONFLAG STATIONS HAD THE FOLLOWING DEFICIENCIES:
-FAILED TO PROVIDE A CLEAR VIEW OF THE HANGAR.
-CONTROLS FOR HANGAR BAY SPRINKLER WERE INOP/NOT INSTALLED/LABELED.
-CONTROLS FOR AIRCRAFT ELEVATOR DOOR WERE INOP/NOT INSTALLED/LABELED.
-CONTROLS FOR HANGAR BAY DIVISIONAL DOOR(S) WERE INOP/NOT INSTALLED/LABELED.
-CONTROLS FOR WEAPONS ELEVATOR SPRINKLERS WERE INOP/NOT INSTALLED/LABELED.
-WINDOWS WERE CRACKED.

AMPHIB AVNFACBUL-1(SERIES)

FAC, CONFLAG STATION, EQUIP:
Loc :NR ___ CONFLAG STA
CSMP Name: CONFLAG EQUIP:

CONFLAG STATION EQUIPMENT HAD THE FOLLOWING DEFICIENCIES:
-NO 3MC MICROPHONE CONTROL STATION.
-NO 1MC/3 MC/5 MC SPEAKERS INSTALLED.
-NO 21/24 MC INSTALLED.
-DIAL TELEPHONE/IVCS WAS MISSING/INOP.
-SOUND-POWERED TELEPHONE CKT WAS INOP.
-CONTROLS/SWITCHES/PANELS, ETC WERE NOT IDENTIFIED.
-OVERHEAD LIGHTS INOP.
-BATTLE LANTERN NOT DIRECTED AT THE EMERGENCY EXIT.

AMPHIB AVNFACBUL-1 (SERIES)

FAC, FLT DCK, BOMB JETTISON RAMPS:
Loc :FLIGHT DECK
CSMP Name: BOMB JETTISON RA

FLIGHT DECK EDGE BOMB JETTISON RAMPS HAD THE FOLLOWING DEFICIENCIES:

AMPHIB AVNFACBUL-1(SERIES)
PMS

FAC, FLT DCK, CATWALKS, GENERAL:
Loc :CATWALKS
CSMP Name: CTWLK GENERAL:

THE FLIGHT DECK CATWALKS HAD THE FOLLOWING DEFICIENCIES:
-LOOSE OR DANGLING ELECTRICAL WIRES/DECK END CABLES.
-IMPROPERLY SECURED, RUSTED DECK PLATES.
-UNLABELED EQUIPMENT.
-LABELS PAINTED OVER.
-ELECTRICAL BOXES WITHOUT COVERS.
-UNSUPPORTED WIRE BUNDLES.
-METAL TAGS ON ELECTRICAL WIRES.

FAC, FLT DCK, DRAINS:
Loc :FLIGHT DECK
CSMP Name: FLT DCK DRAINS:

FLIGHT DECK DRAINAGE HAD THE FOLLOWING DEFICIENCIES:
-_____ OF _____ DRAINS/DRAIN PIPES WERE CLOGGED/HAD STANDING WATER.
-DRAIN TROUGH WAS RUSTED THROUGH IN _____ PLACES.
-_____ OF _____ DRAIN COVERS/SCREENS/GRATES WERE MISSING/IMPROPERLY SECURED.

FAC, FLT DCK, ENGINE RUN-UP FITTINGS:
Loc :FLT DECK AFT
CSMP Name: ENGINE RUN-UP FI

FULL POWER ENG RUN-UP FITTINGS HAD THE FOLLOWING DEFICIENCIES:
-WERE RUSTED.

-CONTAINED WATER/DEBRIS.
-LACKED LOAD TEST DATA.

PMS MIP-H-318

FAC, FLT DCK, FLIGHT DECK CONTROL:
Loc :FLT DECK CONTROL
CSMP Name: FLIGHT DECK CONT

FLIGHT DECK CONTROL HAD THE FOLLOWING DEFICIENCIES:
-DIAL TELEPHONE (FVCS) WAS NOT INSTALLED/INOP.
-5MC MICROPHONE WAS NOT INSTALLED/INOP.
-1MC SPEAKER WAS NOT INSTALLED/INOP.
-MAN-ON-THE MOVE (MOM) COMMUNICATION CIRCUIT WAS INOP.
-LACKED IDENTIFICATION NAME PLATES OR ENGRAVING FOR CONTROL PANEL SWITCHES, SWITCH POSITION, ETC.
-WINDOWS WERE NOT MILSPEC GLASS.
-WINDOW WIPERS INOP.

FAC, FLT DCK, WHEEL STOPS:
Loc :FLIGHT DECK
CSMP Name: WHEEL STOPS:

WHEEL STOPS AROUND THE FLIGHT DECK AND ELEVATOR EDGES HAD THE FOLLOWING DEFICIENCIES:

AMPHIB AVNFACBUL-1(SERIES)
NSTM 588
GSO 588

FAC, HANGAR, BULKHEAD MARKING:
Loc :HANGAR DECK
CSMP Name: BULKHEAD MARKING

HANGAR BULKHEAD MARKINGS HAD THE FOLLOWING DEFICIENCIES:

NAEC CLASS DRAWINGS

FAC, HANGAR, DRAINS:
Loc :HANGAR DECK
CSMP Name: HNGR DRAINS:

HANGAR DECK DRAINAGE HAD THE FOLLOWING DEFICIENCIES:

-DRAINS WERE CLOGGED/HAD STANDING WATER.
-DRAIN COVERS/SCREENS/GRATES WERE MISSING/IMPROPERLY SECURED.

FAC, HANGAR, FRESHWATER SUPPLY:
Loc :SEE REMARKS
CSMP Name: FRESHWATER SUPPL

AIRCRAFT FRESHWATER WASHDOWN PROVISIONS/FACILITIES HAD THE FOLLOWING DEFICIENCIES:
-FRESHWATER WASH PROVISIONS, REQUIRED FOR CLASS 1 CERTIFICATION WERE NOT PROVIDED.
-INSTALLED FACILITIES WERE INOP AT.
-FACILITIES WERE NOT ACCESSIBLE TO THE LANDING AND HANGAR/PARKING AREA.
-SUFFICIENT LENGTH OF HOSE WAS NOT PROVIDED.
-FACILITIES LACKED STOP CHECK AND VACUUM BREAKER BACK-FLOW PREVENTERS INSTALLED UPSTREAM TO DOWNSTREAM.
-FACILITIES LACKED A HOSE ADAPTOR.
-A HOSE STOWAGE RACK WAS NOT PROVIDED.
-A WARNING PLATE/SIGN WITH 1" RED LETTERS STATING "HOSE SHALL BE DISCONNECTED WHEN NOT IN USE" WAS NOT POSTED.
-WASHDOWN HOSE PROVIDED WAS DETERIORATED.

AVNFACBUL-1 SERIES
GSO 588Q

FAC, HANGAR, GENERAL:
Loc :HANGAR
CSMP Name: HNGR GENERAL:

HELO HANGAR HAD THE FOLLOWING GENERAL MATERIAL DEFICIENCIES
-ELECTRICAL WIRING WAS DETERIORATED/ABRADED/KNICKED/CUT/BROKEN.
-SUPPLY/EXHAUST VENTILATION SYSTEM WAS INOP/HAD DAMAGED/MISSING DUCT WORK.
-___ OF ___ EXHAUST VENT DUCT SCREENS WERE DIRTY/HOLED/MISSING.
-VENTILATION DUCTS WERE NOT PROPERLY IDENTIFIED.
-___ OF ___ DECK DRAINS CONTAINED DIRT/DEBRIS/WERE CLOGGED.
-___ OF ___ DECK DRAINS LACKED GRATES/SCREENS.
-BULKHEAD/DECK PAINT WAS DETERIORATED/CHIPPED/FLAKING, THIN/PRIMER SHOWED THROUGH THE TOPCOAT.
-LAGGING WAS DETERIORATED/CRUSHED/TORN/MISSING.
-HANGAR WAS DIRTY, DEBRIS AND TRASH WAS FOUND IN CORNERS AND BEHIND EQUIPMENT.
LOOSE OR DISGARDED GEAR/MATERIALS AND EQUIPMENT WAS ADRIFT/ABANDONED THROUGHOUT THE AREA.
-THE FOLLOWING DOORS, HATCHES AND SCUTTLES OPENING ONTO THE

AIRCRAFT OPERATING AREA DID NOT HAVE A NOTICE POSTED SIMILAR TO THE FOLLOWING:
"WARNING:
DO NOT OPEN DURING FLIGHT QUARTERS WITHOUT THE PERMISSION OF THE HELO CONTROL OFFICER EXCEPT FOR EMERGENCY EXIT.
THERE IS AN AIRCRAFT OPERATING AREA OUTSIDE THIS HATCH.

PMS
AVNFACBUL-1 SERIES
NSTM/GSO 555 (EXTINGUISHERS)

FAC, HANGAR, HOISTS:
Loc :SEE REMARKS
CSMP Name: HNGR HOISTS:

HELO HANGAR OVERHEAD HOISTS HAD THE FOLLOWING DEFICIENCIES;
-BRIDGE CRANE CARRIAGE FAILED TO TRAVERSE FWD/AFT/ STBD/PORT.
-BRIDGE CRANE/MONORAIL TROLLEY FAILED TO TRAVERSE STBD/PORT/FWD/AFT.
-BRIDGE CRANE/MONORAIL LIFTING HOOK FAILED TO RUN UP/DOWN/(BOTH).
-BRIDGE CRANE RAILS/MONORAIL TRACK LACKED REQUIRED FIXED END STOPS.
-BRIDGE CRANE/MONORAIL TROLLEY MANUAL CHAIN-OPERATED QUICK-ACTING TRACK CLAMPS (BRAKES) FAILED TO ENGAGE/ DISENGAGE, FAILED TO SECURELY HOLD AN UNLOADED HOIST OR BRIDGE CRANE WITH HOIST ON A 30 DEGREE INCLINE, WERE NOT PROVIDED TO SECURE THE CRAN
-HOIST WAS NOT PROPERLY STOWED; CHAINS/TROLLEY WERE NOT PROPERLY SECURED.
-WORKING LOAD, MAX LOAD, AND WEIGHT TEST DATA PLATES/LABELS WERE MISSING.
-OPERATING INSTRUCTIONS WERE NOT POSTED.
-BRIDGE CRANE/MONORAIL LACKED CURRENT WEIGHT TEST DOCUMENTATION.
-LIFTING HOOK WAS DEFORMED/CRACKED.
-LIFTING WIRE WAS CORRODED/KINKED/HAD BROKEN STRANDS.

AVNFACBUL-1 SERIES
GSO 588Q
GSO 573G
PMS

FAC, HANGAR, LP AIR STATION:
Loc :SEE REMARKS
CSMP Name: LP AIR STATION:

LOW PRESSURE (125 PSI), COMPRESSED AIR STATION HAD THE FOLLOWING DEFICIENCIES:
-AN LP AIR STATION REQUIRED FOR CLASS 1 CERTIFICATION WAS

NOT PROVIDED.
-LP AIR STATION LOCATED AT:
_____ WAS DISCONNECTED/INOP/ABANDONED.
-LEAKED FROM _____.
-PIPES WERE LOOSE, HAD BROKEN/MISSING HANGER/SUPPORTS.
REQUIRED COMPONENTS WERE DAMAGED/MISSING:
-AIR DRIER, PRESSURE REGULATOR, HOSE OUTLET VALVE,
SUFFICIENT LENGTH OF 3/8 INCH HOSE, ADAPTERS.
-HOSE PROVIDED WAS NOT RATED FOR 1800 PSI SERVICE.
-PRESSURE GAUGE WAS DAMAGED/MISSING.

AVNFACBUL-1 SERIES
GSO 588Q
GSO 551 (COMPRESSED AIR SYSTEMS)
GSO 552 (COMPRESSED GAS SYSTEMS)
GSO 505 (PIPING, GEN'L REQ'MNTS)
MIL-STD 1399/106
PMS

FAC, HANGAR, NITROGEN H-60:
Loc :SEE REMARKS
CSMP Name: NITROGEN H-60:

COMPRESSED NITROGEN SERVICE FACILITIES HAD THE FOLLOWING
DEFICIENCIES:
- THE MINIMUM TWO (2) NITROGEN CYLINDERS REQUIRED FOR CLASS
1 CERTIFICATION OF H-1/2/3/46/53/65 WERE NOT PROVIDED.
- THE MINIMUM THREE (3) TOTAL NITROGEN CYLINDERS REQUIRED
FOR CLASS 1 CERTIFICATION OF AN H-60B WERE NOT PROVIDED.
- THE MINIMUM OF EIGHT (8) TOTAL NITROGEN CYLINDERS REQUIRED
FOR CLASS 1 CERTIFICATION OF AN H-60B, (IN THE   EVENT THAT
AN INSTALLED 1250 PSI COMPRESSED AIR OR   NITROGEN SYSTEM
IS NOT PROVIDED) WERE NOT PROVIDED.
- STOWAGE SPACE AND SECURING PROVISIONS FOR THE NITROGEN
SERVICING HAND TRUCK (A/M 34 M-2), REQUIRED FOR CLASS 1
CERTIFICATION IN OR NEAR THE HANGAR WAS NOT PROVIDED.
- A 120 PSI COMPRESSED AIR SYSTEM/STATION REQUIRED TO
SUPPORT THE NITROGEN SERVICING HAND TRUCK (A/M 34 M-2)
WAS NOT PROVIDED.

AVIAFACBUL-1 SERIES
AEL 2-830024025
GSO 588Q
NAEC AWS-91-859 (ACS AVIAFAC CERT REPORT)
OPNAVINST 5100.19 SERIES

FAC, HANGAR, PORTABLE FIRE EXT:
Loc :SEE REMARKS
CSMP Name: PORTABLE FIRE EX

PORTABLE FIRE EXTINGUISHERS HAD THE FOLLOWING DEFICIENCIES:

-LACKED ONE 15 LB CO2 AND ONE 18 LB PKP EXTINGUISHER FOR EACH FOAM OUTLET STATION SERVING LANDING, VERTREP/EXTERNAL LIFT, AND HIFR AREAS.
-LACKED TWO 15 LB CO2 AND TWO 18 LB PKP EXTINGUISHERS OUNTED FOR EACH HANGAR/PARKING AREA.
-LANDING AREA CO2 EXTINGUISHERS LACKED PERMANENTLY FITTED 5 FT INSULATED EXTENSION PIPES.
-WEATHER DECK EXTINGUISHERS HAD TAGS ATTACHED, CREATING A FOD HAZARD TO AIRCRAFT AND PERSONNEL.

AVNFACBUL-1 SERIES
(AEL) 2-830024025
NAVAIR 00-80R-14
NAVAIR 00-80R-19

FAC, NETS, GENERAL CONSTRUCTION:
Loc :FLIGHT DECK
CSMP Name: NETS GEN CONSTRU

FLIGHT DECK SAFETY NETS HAD THE FOLLOWING GENERAL CONSTRUCTION DEFICIENCIES:
-GAPS BETWEEN NET FRAMES AND ADJACENT NET FRAME/SHIPS STRUCTURE ALONG A STRAIGHT DECK EDGE EXCEEDED FIVE (5) INCHES WHEN THE NETS WERE IN THE RAISED OR LOWERED POSITIONS.
-GAPS BETWEEN NET FRAMES AND ADJACENT NET FRAME/SHIPS STRUCTURE ALONG A CURVED DECK EDGE EXCEEDED FIVE (5) INCHES BETWEEN ADJACENT FRAMES AT THE DECK EDGE AND/OR EIGHT (8) INCHES AT THE OUTBOARD EDGE OF THE NET FRAMES WHEN THE NETS WERE IN THE LO
-FILLER PIPES WERE NOT INSTALLED BETWEEN THE BOTTOM EDGE OF THE SAFETY NET FRAME AND THE SHIP'S HULL/DECK EDGE, CONSEQUENTLY, GAPS BETWEEN THE NET FRAME AND SHIP'S HULL EXCEEDED FIVE (5) INCHES.
-NON-CORROSION RESISTANT STEEL NET FRAMES (USED IN CONJUNCTION WITH CRES NET WEBBING) WERE NOT TREATED WITH METAL-SPRAYED ALUMINUM AND WERE NOT SEALED USING A LOW TEMPERATURE SEALANT.
-LIFELINES/LIFERAILS/BULWARKS/SAFETY NETS FAILED TO EXTEND A MINIMUM OF 36 INCHES ABOVE DECK LEVEL.
WHERE SAFETY NETS WERE INSTALLED ADJACENT TO BULWARKS, LIFELINES OR LIFERAILS:
(A) SAFETY NETS FAILED TO OVERLAP THE AREA PROTECTED BY BULWARK, LIFELINE, OR LIFERAIL BY THREE (3) FEET, OR (B) THE VERTICAL SPACE BETWEEN THE END OF THE LOWERED SAFETY NET AND THE BULWARK, LIFELINE, OR LIFERAIL LACKED AN END FILLER NET.
-SAFETY NETS WERE NOT GROUNDED IAW MIL-STD-1310, _____ OF _____ GROUNDING STRAPS WERE BROKEN/MISSING.

AVNFACBUL-1 SERIES
NAVSEA DWG 803-5184097 REV B
NAVSEA DWG 803-5000902 REV B

NSTM 613
GSO 612
MIL-STD-1310 (GROUNDING)

FAC, NETS, HARDWARE/ATTACHMENT:
Loc :FLIGHT DECK
CSMP Name: NET HRDWARE

FLIGHT DECK SAFETY NETS HAD THE FOLLOWING ATTACHMENT/HARDWARE DEFICIENCIES:
-_____ NET FRAME PENDANT'S (CABLES) WERE KINKED/COCKLED/ HAD BROKEN STRANDS.
-_____ OF _____ NET FRAME PENDANT SETS/PAIRS FAILED TO SHARE THE NET FRAME LOAD.
-SHACKLES WERE INCORRECT TYPE/SIZE.
-NAVSEA SAFETY NET DRAWINGS REQUIRE 5/8 INCH DIAMETER CRES SHACKLES.
-NET FRAME ATTACHING HARDWARE (PENDANT CABLES, THIMBLES, SWAGE FITTINGS, TURNBUCKLES, QUICK-RELEASE FITTINGS, SHACKLES, WASHERS, NUTS/BOLTS), WERE NOT CRES MATERIAL OR WERE THE WRONG GRADE CRES MATERIAL REQUIRED BY CURRENT NAVSEA DRAWINGS AND WER
-SHACKLES WERE IMPROPERLY SECURED.
-SHACKLES LACKED LOCKNUTS/PROPERLY INSTALLED COTTER KEYS/OR (FOR SCREW PIN TYPE SHACKLES) WERE NOT SEIZED OR WERE SEIZED IMPROPERLY.
-NET FRAME HINGE ASSEMBLY BOLTS WERE IMPROPERLY SECURED.
-HINGE BOLTS LACKED LOCKNUTS AND/OR NUTS AND PROPERLY INSTALLED COTTER KEYS.
SAFETY NETS COULD NOT BE SECURED IN THE VERTICAL/RAISED POSITION:
A. LATCH ASSEMBLY PAWS WERE MISSING/DEFORMED.
B. LATCH STAPLES WERE MISSING DEFORMED.
C. NET FRAMES WERE MISALIGNED/DEFORMED.
D. LATCH TOGGLE PINS WERE MISSING/BENT.
-A QUICK RELEASE HOOK WAS NOT PROVIDED WHERE THE CAPABILITY TO DROP HINGED NETS BELOW THE OUTBOARD POSITION WAS REQUIRED.
-NET FRAME STABILIZER ASSEMBLIES WERE NOT PROVIDED FOR NET FRAMES WITH NYLON WEBBING.
(STABILIZER ASSEMBLIES ARE REQUIRED TO MAINTAIN NET FRAMES IN THE LOWERED POSITION AND AVOID SUDDEN RISE OF THE FRAMES DURING FLIGHT OPERATIONS.

AVNFACBUL-1 SERIES
NAVSEA DWG 803-5184097 REV B
NAVSEA DWG 803-5000902 REV B
NSTM 613
GSO 612
MIL-STD-1310 (GROUNDING)

FAC, NETS, WEBBING/MARGIN/LASHING:
Loc :FLIGHT DECK
CSMP Name: NET WEBBING/MARG

FLIGHT DECK SAFETY NETS HAD THE FOLLOWING WEBBING, MARGIN AND/OR LASHING ROPE DEFICIENCIES:
-NYLON NET WEBBING LACKED THE PROPER LEVEL/DEGREE OF SAG UNDER ITS OWN WEIGHT.
-NYLON NET WEBBING FAILED TO SAG BETWEEN A MINIMUM FIVE (5) INCHES AND A MAXIMUM OF SEVEN AND A HALF (7.5) INCHES.
-CRES NET WEBBING WAS TOO TAUGHT.
-CRES NET WEBBING WAS NOT SIZED TWO (2) INCHES LARGER THAN THE NET FRAME IN LENGTH AND WIDTH TO AFFORD THE PROPER AMOUNT OF SAG FROM ITS OWN WEIGHT WHEN PROPERLY/SECURELY LASHED TO THE FRAME.
-NYLON NET WEBBING WAS IMPROPERLY LASHED.
-THE GAP BETWEEN THE WEBBING'S MARGIN ROPE AND NET FRAME EXCEEDED 2 1/2 INCHES FOLLOWING LOAD TESTING, AND/OR THE LASHING ROPE WAS NOT PROPERLY SECURED/ENDED.
-CRES/NYLON FILLER NET WEBBING WAS IMPROPERLY LASHED.
-THE LASHING ROPE WAS LOOSE/SLACK.
-SLACK MEASURED BETWEEN THE FILLER NET'S MARGIN ROPE AND THE CLOSEST POINT OF THE FRAME EXCEEDED 1 INCH.
-NYLON SAFETY NET WEBBING LACKED A SEVEN (7) INCH REINFORCEMENT STRIP (CHAFING STRIP) INSTALLED/SEWN ONTO THE NET WEBBING STRIPS IN WAY OF THE DECK EDGE; EXTENDING FROM 3 1/2 INCHES BELOW TO 3 1/2 INCHES ABOVE THE DECK EDGE WHEN THE NET IS IN THE
-ANTI-CHAFING BARS ALONG THE DECK EDGE WERE NOT PROVIDED; RESULTED IN RAPID DETERIORATION/WEAR OF NYLON AND/OR CRES NET WEBBING AGAINST THE DECK EDGE.
-NYLON NET WEBBING MARGIN ROPES WERE NOT 5/8 INCH, 3-STRAND, NYLON MATERIAL.
-NYLON NET WEBBING LASHING ROPES WERE NOT 3/8 INCH, 3-STRAND, NYLON MATERIAL.
-CRES NET WEBBING MARGIN ROPES WERE NOT 5/16 INCH DIAMETER WIRE ROPE MATERIAL.
-CRES NET WEBBING LASHING ROPES WERE NOT 3/16 INCH DIAMETER WIRE ROPE MATERIAL.

AVNFACBUL-1 SERIES
NAVSEA DWG 803-5184097 REV B
NAVSEA DWG 803-5000902 REV B
NSTM 613
GSO 612
MIL-STD-1310 (GROUNDING)

FAC, NETS, WEIGHT TEST:
Loc :FLIGHT DECK
CSMP Name: NET WEIGHT TEST:

FLIGHT DECK SAFETY NETS WERE OVERDUE FOR REQUIRED WEIGHT/LOAD TESTING (3 YRS CRES/1 YR NYLON).

LOAD TEST DOCUMENTATION WAS NOT PROVIDED.

AVNFACBUL-1 SERIES

FAC, NONSKID, FLIGHT DECK:
Loc :SEE REMARKS
CSMP Name: NNSKD FLIGHT DEC

FLIGHT DECK NONSKID HAD THE FOLLOWING DEFICIENCIES:
-HAD WORN/REDUCED PROFILE.
(A PATTERN OF PEAKS AND RIDGES SHALL BE CONTINUOUS AND REASONABLY UNIFORM, PEAKS AND RIDGES SHALL BE IN THE SAME DIRECTION APPROXIMATELY 1/2 TO 1 INCHES APART, AND 1/16 TO 3/32 INCHES HIGH.)
-AGGREGATE SHALL BE PRESENT IN A ROUGH UNIFORMLY COURSE APPEARANCE OVER THE ENTIRE SURFACE WITH NO LOOSELY BOUND CLUMPS OF PARTICLES.
-WAS CHIPPED/DELAMINATED/FLAKING.
-WAS CONTAMINATED BY OIL/GREASE/PETROLEUM PRODUCTS.
-WAS OVERCOATED WITH AN UNAUTHORIZED MATERIAL.

NSTM 634/631
GSO 634/631

FAC, NONSKID, HANGAR DECK:
Loc :SEE REMARKS
CSMP Name: NNSKD HANGAR DEC

HANGAR DECK NONSKID HAD THE FOLLOWING DEFICIENCIES:
-HAD WORN/REDUCED PROFILE.
(A PATTERN OF PEAKS AND RIDGES SHALL BE CONTINUOUS AND REASONABLY UNIFORM, PEAKS AND RIDGES SHALL BE IN THE SAME DIRECTION APPROXIMATELY 1/2 TO 1 INCHES APART, AND 1/16 TO 3/32 INCHES HIGH.)
-AGGREGATE SHALL BE PRESENT IN A ROUGH UNIFORMLY COURSE APPEARANCE OVER THE ENTIRE SURFACE WITH NO LOOSELY BOUND CLUMPS OF PARTICLES.
-WAS CHIPPED/DELAMINATED/FLAKING.
-WAS CONTAMINATED BY OIL/GREASE/PETROLEUM PRODUCTS.
-WAS OVERCOATED WITH AN UNAUTHORIZED MATERIAL.

NSTM 634/631
GSO 634/631

FAC, PRI-FLY, COMMS:
Loc :
CSMP Name: PRI-FLY COMMS:

PRIMARY FLIGHT CONTROL STATION HAD THE FOLLOWING
DEFICIENCIES:
-3MC ANNOUNCING SYSTEM WAS INOP.
-SHIP SERVICE TELEPHONE WAS INOP.
-FLIGHT CRASH ALARM WAS INOP.
-5MC WAS INOP.
-19MC/21MC/24MC WERE INOP.
-SOUND POWER PHONE COMMUNICATION NOT PROVIDED TO ALL
NECESSARY STATIONS/LOCATIONS.

AMPHIB AVNFACBUL-1 (SERIES)

FAC, PRI-FLY, GENERAL:
Loc :PRI-FLY CONTROL
CSMP Name: PRI FLY GENERAL:

PRIMARY FLIGHT CONTROL (PRI-FLY) HAD THE FOLLOWING
DEFICIENCIES:
-WIND,PITCH,ROLL,INCLINOMETER INDICATORS WERE INOP/HAD INOP
RED INDICATOR LIGHTS.
-CONTROLS FOR CATWALK EMERGENCY LIGHTING WERE NOT
INSTALLED/INOP.
-AIR CONDITIONING WAS INOP/INADEQUATE.
-STATUS BOARDS WERE CRACKED/BACKLIGHTING WAS INOP.
-RELAY OPERATED BATTLE LANTERNS WERE NOT INSTALLED/ INOP TO
ILLUMINATE EMERGENCY SWITCHES AND PANELS (LIGHTS, ARRESTING
GEAR, ETC).

FAC, PRI-FLY, WINDOWS/WIPERS:
Loc :PRI-FLY
CSMP Name: WINDOWS/WIPERS:

PRI-FLY WINDOWS AND WIPER SYSTEM HAD THE FOLLOWING
DEFICIENCIES:
-WINDOWS WERE CRACKED, SCRATCHED, INCORRECT MILSPEC.
-WINDOW HEATERS WERE INOP.
-WINDOW WIPERS WERE INOP.
-WIPER BLADES WERE WORN/DETERIORATED.
-WIPER ARMS WERE MISSING BLADES.
-WIPER ARMS DID NOT CONTACT THE WINDOW.
-ON/OFF SWITCH/SPEED CONTROLLER WAS BROKEN.
-WASHERS SYSTEM WAS INOP.
-WASHER NOZZLES WERE CLOGGED.

GSO 588

FAC, PRIFLY, COMMS, MOM SYSTEM:
Loc :FLIGHT DECK
CSMP Name: MOM SYSTEM:

THE MAN ON THE MOVE (MOM) SYSTEM HAD THE FOLLOWING DEFICIENCIES:
-_____ OF _____ UNITS WERE INOP.
-NO RECEIVER SPEAKER FOR NET(S) #_____, #_____ INSTALLED IN THE CRASH AND SALVAGE LOCKER, AV-FUELS LOCKERS, _____, _____.
-DEAD SPOTS ON THE FLIGHT DECK AT _____.

FAC, READY ROOMS:
Loc :SQDN READY RM NR ___
CSMP Name: READY ROOMS:

SQUADRON READY ROOM HAD THE FOLLOWING DEFICIENCIES:
-STATUS BOARDS WERE INOP/DAMAGED/NOT INSTALLED.
-_____ OF _____ CHAIRS DAMAGED/NOT ANCHORED.
-CHALK BOARDS WERE BROKEN.
-19MC/28MC/58MC UNITS WERE/WAS MISSING/INOP.
-RED LIGHT FIXTURES INOP.
-WHITE LIGHT FIXTURES INOP.
-1MC SPEAKER WAS MISSING/INOP.
-DECK WAS RUSTED/COVERING WAS DETERIORATED.

GSO 588

FAC, TIE-DOWNS, FLT DCK CLOVERLEAF:
Loc :FLIGHT/HANGAR DECK
CSMP Name: FLT DCK CLOVERLE

FLIGHT/HANGAR DECK CLOVERLEAF TYPE TIE-DOWNS HAD THE FOLLOWING DEFICIENCIES:
-FLIGHT/HANGAR DECK TIE-DOWNS WERE DETERIORATED/CORRODED/DEFORMED/CRACKED.
-FLIGHT/HANGAR DECK TIE-DOWNS CONTAINED DIRT/DEBRIS/SEDIMENT/GRIT/SHOT/SALT DEPOSITS/FOD.
-PULL TEST DATA/DOCUMENTATION WAS NOT PROVIDED.

AVNFACBUL-1 (SERIES)
GSO 588Q & 588U
PMS MIP-H 318

FAC, TIE-DOWNS, HANGAR CLOVERLEAF:
Loc :FLIGHT/HANGAR DECK
CSMP Name: HANGAR CLOVERLEA

FLIGHT/HANGAR DECK CLOVERLEAF TYPE TIE-DOWNS HAD THE FOLLOWING DEFICIENCIES:
-FLIGHT/HANGAR DECK TIE-DOWNS WERE DETERIORATED/CORRODED/DEFORMED/CRACKED.
-FLIGHT/HANGAR DECK TIE-DOWNS CONTAINED DIRT/DEBRIS/SEDIMENT/GRIT/SHOT/SALT DEPOSITS/FOD.
-PULL TEST DATA/DOCUMENTATION WAS NOT PROVIDED.

AVNFACBUL-1 (SERIES)
GSO 588Q & 588U
PMS MIP-H 318

FAC, TIEDOWNS, FLT DCK CROSS-BAR:
Loc :FLIGHT/HANGAR DECK
CSMP Name: FLT DCK CROSS-BA

FLIGHT/HANGAR DECK CROSS-BAR TYPE TIE-DOWNS HAD THE FOLLOWING DEFICIENCIES:
-TIE-DOWNS FAILED THE GO/NO-GO TEST; HAD DETERIORATED TO LESS THAN THE MINIMUM ACCEPTABLE (GO/NO-GO) DIAMETER OF 7/16 INCH.
-FLIGHT/HANGAR DECK TIE-DOWNS WERE DETERIORATED/CORRODED/DEFORMED/CRACKED.
-BIMETALLIC CORROSION WAS EVIDENT AROUND STEEL TIE-DOWN FITTINGS IN THE ALUMINUM FLIGHT DECK.
-FLIGHT/HANGAR DECK TIE-DOWNS CONTAINED DIRT/DEBRIS/SEDIMENT/GRIT/SHOT/SALT DEPOSITS/FOD.
-FLIGHT/HANGAR DECK TIE-DOWN FITTINGS LACKED PULL TEST DATA.

AVNFACBUL-1 SERIES
GSO 588Q & 588U
PMS MIP-H 318
NAVSEA DRAWING 805-1916300
NAVSEA DRAWING 803-5959209

FAC, TIEDOWNS, HANGAR CROSS-BAR:
Loc :FLIGHT/HANGAR DECK
CSMP Name: HANGAR CROSS-BAR

FLIGHT/HANGAR DECK CROSS-BAR TYPE TIE-DOWNS HAD THE FOLLOWING DEFICIENCIES:
-TIE-DOWNS FAILED THE GO/NO-GO TEST; HAD DETERIORATED TO LESS THAN THE MINIMUM ACCEPTABLE (GO/NO-GO) DIAMETER OF 7/16 INCH.

-FLIGHT/HANGAR DECK TIE-DOWNS WERE
DETERIORATED/CORRODED/DEFORMED/CRACKED.
-BIMETALLIC CORROSION WAS EVIDENT AROUND STEEL TIE-DOWN
FITTINGS IN THE ALUMINUM FLIGHT DECK.
-FLIGHT/HANGAR DECK TIE-DOWNS CONTAINED
DIRT/DEBRIS/SEDIMENT/GRIT/SHOT/SALT DEPOSITS/FOD.
-FLIGHT/HANGAR DECK TIE-DOWN FITTINGS LACKED PULL TEST DATA.

AVNFACBUL-1 SERIES
GSO 588Q & 588U
PMS MIP-H 318
NAVSEA DRAWING 805-1916300
NAVSEA DRAWING 803-5959209

JP5, FLT DK STATION, CLA VAL:
Loc :SEE REMARKS
CSMP Name: JP-5 CLA VAL:

JP5 FUEL STATION CLA-VAL FUEL-DEFUEL VALVE ASSEMBLY HAD THE
FOLLOWING DEFICIENCIES:
-FUEL-DEFUEL VALVE WAS INOP IN THE AUTOMATIC MODE.
-FUEL-DEFUEL VALVE WAS INOP DUE TO LACK OF CONTINUITY THRU
THE FUELING HOSE.
-SOLENOID VALVE WAS INOP.
-MANUAL OVERIDE KNOB/SWITCH WAS INOP.
-FLOW CONTROL/PRESSURE REDUCING/PRESSURE RELIEF VALVE
DIAPHRAGM WAS RUPTURED.
-FUEL LEAKED FROM THE VALVES WEEP HOLE.
-EXCESSIVE PAINT HAD CLOGGED WEEP HOLES ON THE FUEL-DEFUEL
VALVE ASSEMBLY'S SMALL CONTROL/PILOT VALVES.
-PRESSURE REDUCING/RELIEF VALVES LEAKED/WAS INOP.
-LEAKED.
-FUELING STATION DEFUEL PUMP WAS INOP.

NSTM 542
GSO 542
AVNFACBUL-1 (SERIES)

JP5, FLT DK STATION, GENERAL:
Loc :SEE REMARKS
CSMP Name: JP-5 GENERAL:

FLIGHT DECK JP5 HELO REFUELING STATION HAD THE FOLLOWING
DEFICIENCIES:
-FUEL PIT DRAINS WERE CLOGGED.
-FUEL STATION VALVES/PIPES WERE DAMAGED/BENT/RUSTED/LEAKED
NOT COLOR-CODED/LACKED DIRECTIONAL ARROWS.
EMERGENCY STOP SWITCH WAS:
-NOT INSTALLED/INOP/NOT LABELED/ NOT
COLOR-CODED/INCONVIENIENTLY LOCATED.

-STATION FUEL PRESSURE GAUGE WAS NOT INSTALLED/INOP/OUT OF CALIBRATION/LEAKED/RUSTED.
-LACKED ADEQUATE VENTILATION.
-4JG SOUND-POWERED PHONE LINE TO JP5 PUMP ROOM WAS NOT INSTALLED/INOP.
-SYSTEM OPERATING INSTRUCTIONS/CAUTION SIGNS WERE NOT POSTED.
-AIRCRAFT FUELING STATION LACKED THE REQUIRED SIGN STATING: "RECIRCULATE FOR 2 MINUTES PRIOR TO AIRCRAFT REFUELING".

NSTM 542
GSO 542
AVNFACBUL-1 SERIES
PMS MIP 5420/006-45

JP5, FLT DK STATION, HIFR:
Loc :SEE REMARKS
CSMP Name: HIFR:

JP5 HIFR RIG AND HOSES HAD THE FOLLOWING DEFICIENCIES:
-WAS NOT ONBOARD.
-LACKED 150 FEET OF COLLAPSIBLE HOSE.
-LACKED HIFR RIG SADDLE.
-HIFR HOSE/RIG SADDLE LEAKED.
-HIFR RIG SADDLE EMERGENCY QUICK DISCONNECT WAS INOP.
-HIFR HOSE LACKED ELECTRICAL CONTINUITY.
-FUEL SAMPLE PETCOCK WAS MISSING/DAMAGED.

AVNFACBUL-1 (SERIES)
NSTM 542
GSO 542

JP5, FLT DK STATION, HOSES:
Loc :SEE REMARKS
CSMP Name: JP-5 HOSES:

JP5 HOSES AT FLIGHT DECK HELO REFUELING STATION HAD THE FOLLOWING DEFICIENCIES:
-WERE DETERIORATED/CRACKED/WORN/CRUSHED/LACKED ELECTRICAL CONTINUITY/INCORRECT TYPE/LACKED HYDROSTATIC TEST DATA.
-FUEL STATION HOSE REEL ASSEMBLY WAS CORRODED/WOULD NOT ROTATE FREELY/WAS BENT/LEAKED AT THE COUPLING/LACKED ELECTRICAL CONTINUITY.
-FUEL STATION HOSE REEL LOCKING DEVICE WAS INOP/MISSING.
-FUEL STATION HOSE ROLLERS WERE CORRODED/SEIZED.

NSTM 542
GSO 542
AVNFACBUL-1 SERIES
PMS MIP 5420/006-45

JP5, FLT DK STATION, NOZZLES:
Loc :SEE REMARKS
CSMP Name: JP-5 NOZZLES:

THE AIRCRAFT FUELING STATION NOZZLE(S) HAD THE FOLLOWING DEFICIENCIES:
-MD-3 GRAVITY FUELING NOZZLE:
-LEAKED/WAS NOT ONBOARD/ LACKED ELECTRICAL CONTINUITY/LACKED SERVICABLE STRAINER/MISSING GROUNDING DEVICE/MISSING DUST CAP.
-D-1/D-1R PRESSURE FUELING NOZZLE:
-LEAKED/WAS NOT ONBOARD/ LACKED ELECTRICAL CONTINUITY/LACKED SERVICABLE STRAINER/STRAINER CONTAINED SEDIMENT/LACKED A GAMMON FITTING/MISSING GROUNDING DEVICE/MISSING DUST CAP.
-CLOSED-CIRCUIT REFUELING (CCR) NOZZLE:
LEAKED/WAS NOT ONBOARD/LACKED ELECTRICAL CONTINUITY/LACKED SERVICEABLE STRAINER/STRAINER CONTAINED SEDIMENT/MISSING GROUNDING ASSEMBLY/MISSING DUST CAPS.

NSTM 432/507/542
GSO 432/507/542
AVNFACBUL-1 (SERIES)

JP5, LAB, FUEL QUALITY:
Loc :SEE REMARKS
CSMP Name: FUEL QUALITY:

JP-5 AVIATION FUEL QUALITY/PURITY TEST RESULTS EXCEEDED THE MAXIMUM ALLOWABLE LIMITS FOR SEDIMENT/FREE WATER AS SPECIFIED IN NAVAIRINST 10340.
3 SERIES IN SAMPLES OBTAINED FROM THE FOLLOWING LOCATIONS:
-NR ___ AFS NOZZLE; RESULTS:
-NR ___ PURIFIER; RESULTS:
-NR ___ FILTER/SEPARATOR; RESULTS:

NSTM 542/541
GSO 542/541
NAVAIRINST 10340.3 (SERIES)

JP5, LAB, GENERAL:
Loc :SEE REMARKS
CSMP Name: JP-5 LAB GENERAL

THE AVIATION FUEL QUALITY LAB HAD THE FOLLOWING DEFICIENCIES:
-LACKED A SINK WITH HOT AND COLD RUNNING WATER.
-LACKED VAPORPROOF LIGHTING.

-LACKED ADEQUATE VENTILATION.
-NO SMOKING SIGNS WERE NOT INSTALLED.
-A TEST BENCH FOR MK-I AND MK-III FUEL ANALYZERS WAS NOT PROVIDED.
-A BOTTLE DRYING RACK WAS NOT ONBOARD.

NSTM 542/665
GSO 542/588

JP5, LAB, TEST EQUIP COND:
Loc :SEE REMARKS
CSMP Name: JP-5 TEST EQUIP

THE FUEL QUALITY TEST EQUIPMENT HAD THE FOLLOWING DEFICIENCIES:
-THE COMBINED CONTAMINATED FUEL DETECTOR (CCFD)/MK-III, OR CONTAMINATED FUEL DETECTOR (CFD) FUEL TEST KIT HAD THE FOLLOWING DEFICIENCIES:
-WAS NOT ONBOARD/WAS INOP.
-VACUUM PUMP WAS NOT OPERATING PROPERLY/WAS INOP.
-PHOTOCELL WAS INOP.
-MILLIAMMETER WAS INOP.
-CALIBRATION WRATTEN FILTERS WERE NOT ONBOARD.
-CALIBRATION WRATTEN FILTERS WERE UNUSABLE/DAMAGED/TORN/NOT STAMPED WITH A CONTAMINATE VALUE.
-TEST KIT WAS NOT CALIBRATED:
-CALIBRATION CURVE WAS OUT OF DATE (REQUIRED EVERY 3 MONTHS) OR NOT PROVIDED.
-MEASURING EQUIPMENT MILLIAMMETER FLUCTUATED/DRIFTED AND COULD NOT BE STABILIZED.
-TEST KIT WAS NOT PERMANENTLY AFFIXED/MOUNTED.
-TEST KIT WAS NOT MARKED "FOR JP-5 USE ONLY".
- THE FREE WATER DETECTOR (FWD) CONTAINED IN THE COMBINED CONTAMINATED FUEL DETECTOR OR MK-I/MK-II STAND ALONE FREE WATER DETECTOR HAD THE FOLLOWING DEFICIENCIES:
- WAS NOT ONBOARD.
- WAS INOP.
- COLOR STANDARDS WERE OVERDUE FOR RENEWAL/REPLACEMENT (REQUIRED EVERY 6 MONTHS).
- DATE COLOR STANDARDS CHANGED NOT ANNOTATED IN FUEL LOGS AND STANDARD NOT MARKED WITH DATE OF INSTALLATION.
- ULTRAVIOLET FLUORESCENT LIGHT WAS INOP.
- B/2 TEST KIT FOR FUEL SYSTEM ICING INHIBITOR (FSII) CONTENT WAS NOT ONBOARD.
THE FOLLOWING TEST EQUIPMENT WAS NOT PROVIDED IN THE AVIATION-FUELS LAB:
-FREE WATER DETECTOR - MK I, OR MK II.
-SOLID CONTAMINATION DETECTOR MK III.
-OR EQUIVALENT COMBINED CONTAMINATED FUEL DETECTOR (CCFD).
-B/2 FUEL SYSTEM ICING INHIBITOR (FSII) TEST KIT.
-FLASH POINT TESTER.
-SAMPLE BOTTLES AND SHIPPING CONTAINERS.
-SAFETY CAN.
-SPECIFIC GRAVITY TEST EQUIPMENT.

-THERMOMETER.

NSTM 542
GSO 542
AEL 2-830024025 (01-08-97)
NSTM 665

JP5, PUMPROOM, AFT, ACCESS TRUNK NETS/SC:
Loc :SEE REMARKS
CSMP Name: ACCESS NETS TRUN

THE JP-5 PUMPROOM ACCESS TRUNK SAFETY NETS AND SCUTTLE HAD THE FOLLOWING DEFICIENCIES:
-ACCESS TRUNK SAFETY NETS WERE NOT INSTALLED.
-ACCESS TRUNK SAFETY NETS WERE IMPROPERLY INSTALLED.
-SAFETY NET WEBBING WAS DETERIORATED, HAD WORN/ABRADED/BROKEN STRAPS.
-SAFETY SNAP/D-RINGS WERE RUSTED/BROKEN/MISSING.
-ACCESS TRUNK SCUTTLE LOCK WAS BROKEN/NOT INSTALLED.

AVNFACBUL-1 (SERIES)
NSTM/GSO 542 (FUEL SYSTEMS)
NSTM/GSO 612 (SAFETY NETS)
NSTM/GSO 624 (SCUTTLE)

JP5, PUMPROOM, AFT, GENERAL:
Loc :SEE REMARKS
CSMP Name: JP-5 GENERAL

JP5 PUMPROOM HAD THE FOLLOWING GENERAL DEFICIENCIES:
-EXHAUST VENT WERE NOT LOCATED WITHIN 9 INCHES OF THE DECK.
-EXHAUST VENT SCREENS WERE RUSTED,DIRTY.
-SYSTEM DIAGRAMMATIC WAS NOT POSTED/DID NOT REFLECT THE CURRENT SYSTEM.
-SYSTEM OPERATING INSTRUCTIONS WERE NOT POSTED/DID NOT REFLECT THE CURRENT SYSTEM.
-BILGES WERE CORRODED/CONTAINED DIRT, DEBRIS, LIQUIDS.
-BILGE EDUCTOR WAS INOP/NOT INSTALLED/MISSING STRAINER.
-BILGE HIGH LEVEL ALARM WAS INOP/NOT INSTALLED.
-DECK PLATES/GRATE WERE CORRODED/LOOSE/MISSING SCREWS/MISSING SECTIONS OF GRATE/PLATE.
-LOW POINT DRAINS WERE CLOGGED/DIRTY.
-THE FOLLOWING REMOTE OPERATED VALVE INDICATOR LIGHTS WERE INOP:
-UNAUTHORIZED VALVE HANDLE LOCKING DEVICES WERE IN USE.
-PRESSURIZED FLANGES WERE NOT WRAPPED WITH 3 LAYERS OF ALUMINIZED CLOTH.
-LIGHTING WAS INOP.
-SHIP SERVICE TELEPHONES INSTALLED IN THE JP5 PUMPROOM WERE NOT AUDIBLE ABOVE NORMAL MACHINERY NOISES.
-A SOUNDPROOF ENCLOSURE WITH AN AUDIBLE HORN OR KLAXON WAS

NOT INSTALLED.
THE FIRE FIGHTING SYSTEM HAD THE FOLLOWING DEFICIENCIES:
-LACKED AN OVERHEAD SPRINKLER SYSTEM.
-LACKED A BILGE SPRINKLER SYSTEM.
-LACKED AN AFFF SPRINKLER SYSTEM.
-LACKED A HALON 1301 FIXED FLOODING SYSTEM.
-LACKED ONE REQUIRED 15LB CO2 FIRE EXTINGUISHER.
-LACKED ONE REQUIRED 18LB PKP FIRE EXTINGUISHER.
EMERGENCY LIGHTING HAD THE FOLLOWING DEFICIENCIES:
-WAS INOP/NOT INSTALLED.
-HAD DEFECTIVE RELAYS.

AVNFACBUL-1 (SERIES)
NSTM/GSO 542 (FUEL SYSTEMS)
NSTM/GSO 612 (SAFETY NETS)
NSTM/GSO 555 (EXTINGUISHERS)
NSTM/GSO 512 (EXHAUST)
NSTM/GSO 505 (LOCKS/FLANGES)
NSTM/GSO 507 (VALVE ID)
NSTM/GSO 529 (EDUCTORS)
NSTM/GSO 436 (ALARMS)
NSTM/GSO 622 (DECK GRATING)
NSTM/GSO 512 (VENTILATION)
NSTM/GSO 331 (ILLUMINATION)
NSTM/GSO 624 (SCUTTLE)

JP5, PUMPROOM, AFT, LIMIT TORQUES:
Loc :SEE REMARKS
CSMP Name: JP-5 LIMIT TORQU

THE #___ JP-5 PUMP ROOM FUEL SYSTEM LIMIT TORQUE VALVES HAD
THE FOLLOWING DEFICIENCIES:
-___ OF ___ SOLENOIDS WERE BURNED-OUT.
-___ OF ___ SHAFTS WERE PITTED/CORRODED.
-___ OF ___ COULD NOT BE MANUALLY OPERATED.
-___ OF ___ COULD NOT BE REMOTELY OPERATED.
-___ OF ___ LEAKED.
-___ OF ___ HAD DEFECTIVE WIRING.

JP5, PUMPROOM, AFT, PRESSURE REG VALVE:
Loc :SEE REMARKS
CSMP Name: JP-5 PRESSURE RE

JP5 SERVICE SYSTEM PRESSURE REGULATING (UNLOADER)VALVE HAD
THE FOLLOWING DEFICIENCIES:
-INOP.
-LEAKED.
-SET INCORRECTLY, DID NOT PROVIDE PRESSURE REGULATED FUEL TO
THE FLIGHT DECK AT 55PSI.

NSTM 541/542
GSO 541/542

JP5, PUMPROOM, AFT, PURIFIERS:
Loc :JP-5 PUMP ROOM
CSMP Name: JP-5 PURIFIER

JP5 PURIFIERS HAD THE FOLLOWING DEFICIENCIES:
-WORN OUTER BOWL COATING.
-DETERIORATED NYLON FEED TUBE.
-BOWL LOCKING SCREWS/SCREW PLUGS WERE MISSING.
-INOP COVER LATCHING DEVICE.
-CHAIN HOIST LACKED STATIC LOAD TEST DOCUMENTATION/HAD NO LABEL PLATE/NO BRACE MECHANISM.
-SUMP TANK HIGH LEVEL ALARMS WERE INOP.
-SUMP TANK OVERFLOWED INTO THE BILGE VICE BEING PIPED TO THE CONTAMINATION/RECLAMATION TANK/SYSTEM.
-DIRECT DRIVE HOUSING LACKED A COUPLING GUARD.
-INLET/OUTLET PRESSURE GAUGES COULD NOT BE OBSERVED/MONITORED FROM THE OPERATORS STATION.
-OIL LEVEL SIGHT GLASS WAS OBSTRUCTED FROM VIEW.
-NO OIL LEVEL DIP STICK WAS INSTALLED.
-PURIFIER FLEXIBLE PIPING/RUBBER SHOCK MOUNTS WERE WORN/DETERIORATED.
-SIGHT GLASSES WERE NOT INSTALLED IN THE PURIFIER DISCHARGE HEADER.
-PURIFIER SUPPORT FOUNDATIONS WERE DETERIORATED/CORRODED/CRACKED/DETACHED FROM WELD.

NSTM 436/542
GSO 436/542

JP5, PUMPROOM, CARGO, ACCESS TRUNK NETS/:
Loc :SEE REMARKS
CSMP Name: ACCESS NETS TRUN

THE JP-5 PUMPROOM ACCESS TRUNK SAFETY NETS AND SCUTTLE HAD THE FOLLOWING DEFICIENCIES:
-ACCESS TRUNK SAFETY NETS WERE NOT INSTALLED.
-ACCESS TRUNK SAFETY NETS WERE IMPROPERLY INSTALLED.
-SAFETY NET WEBBING WAS DETERIORATED, HAD WORN/ABRADED/BROKEN STRAPS.
-SAFETY SNAP/D-RINGS WERE RUSTED/BROKEN/MISSING.
-ACCESS TRUNK SCUTTLE LOCK WAS BROKEN/NOT INSTALLED.

AVNFACBUL-1 (SERIES)
NSTM/GSO 542 (FUEL SYSTEMS)
NSTM/GSO 612 (SAFETY NETS)
NSTM/GSO 624 (SCUTTLE)

JP5, PUMPROOM, CARGO, GENERAL:
Loc :SEE REMARKS
CSMP Name: JP-5 GENERAL

JP5 PUMPROOM HAD THE FOLLOWING GENERAL DEFICIENCIES:
-EXHAUST VENT WERE NOT LOCATED WITHIN 9 INCHES OF THE DECK.
-EXHAUST VENT SCREENS WERE RUSTED,DIRTY.
-SYSTEM DIAGRAMMATIC WAS NOT POSTED/DID NOT REFLECT THE CURRENT SYSTEM.
-SYSTEM OPERATING INSTRUCTIONS WERE NOT POSTED/DID NOT REFLECT THE CURRENT SYSTEM.
-BILGES WERE CORRODED/CONTAINED DIRT, DEBRIS, LIQUIDS.
-BILGE EDUCTOR WAS INOP/NOT INSTALLED/MISSING STRAINER.
-BILGE HIGH LEVEL ALARM WAS INOP/NOT INSTALLED.
-DECK PLATES/GRATE WERE CORRODED/LOOSE/MISSING SCREWS/MISSING SECTIONS OF GRATE/PLATE.
-LOW POINT DRAINS WERE CLOGGED/DIRTY.
-THE FOLLOWING REMOTE OPERATED VALVE INDICATOR LIGHTS WERE INOP:
-UNAUTHORIZED VALVE HANDLE LOCKING DEVICES WERE IN USE.
-PRESSURIZED FLANGES WERE NOT WRAPPED WITH 3 LAYERS OF ALUMINIZED CLOTH.
-LIGHTING WAS INOP.
-SHIP SERVICE TELEPHONES INSTALLED IN THE JP5 PUMPROOM WERE NOT AUDIBLE ABOVE NORMAL MACHINERY NOISES.
-A SOUNDPROOF ENCLOSURE WITH AN AUDIBLE HORN OR KLAXON WAS NOT INSTALLED.
THE FIRE FIGHTING SYSTEM HAD THE FOLLOWING DEFICIENCIES:
-LACKED AN OVERHEAD SPRINKLER SYSTEM.
-LACKED A BILGE SPRINKLER SYSTEM.
-LACKED AN AFFF SPRINKLER SYSTEM.
-LACKED A HALON 1301 FIXED FLOODING SYSTEM.
-LACKED ONE REQUIRED 15LB CO2 FIRE EXTINGUISHER.
-LACKED ONE REQUIRED 18LB PKP FIRE EXTINGUISHER.
EMERGENCY LIGHTING HAD THE FOLLOWING DEFICIENCIES:
-WAS INOP/NOT INSTALLED.
-HAD DEFECTIVE RELAYS.

AVNFACBUL-1 (SERIES)
NSTM/GSO 542 (FUEL SYSTEMS)
NSTM/GSO 612 (SAFETY NETS)
NSTM/GSO 555 (EXTINGUISHERS)
NSTM/GSO 512 (EXHAUST)
NSTM/GSO 505 (LOCKS/FLANGES)
NSTM/GSO 507 (VALVE ID)
NSTM/GSO 529 (EDUCTORS)
NSTM/GSO 436 (ALARMS)
NSTM/GSO 622 (DECK GRATING)
NSTM/GSO 512 (VENTILATION)
NSTM/GSO 331 (ILLUMINATION)
NSTM/GSO 624 (SCUTTLE)

JP5, PUMPROOM, CARGO, LIMIT TORQUES:
Loc :SEE REMARKS
CSMP Name: JP-5 LIMIT TORQU

THE #___ JP-5 PUMP ROOM FUEL SYSTEM LIMIT TORQUE VALVES HAD
THE FOLLOWING DEFICIENCIES:
-___ OF ___ SOLENOIDS WERE BURNED-OUT.
-___ OF ___ SHAFTS WERE PITTED/CORRODED.
-___ OF ___ COULD NOT BE MANUALLY OPERATED.
-___ OF ___ COULD NOT BE REMOTELY OPERATED.
-___ OF ___ LEAKED.
-___ OF ___ HAD DEFECTIVE WIRING.

JP5, PUMPROOM, CARGO, PRESSURE REG VALVE:
Loc :SEE REMARKS
CSMP Name: JP-5 PRESSURE RE

JP5 SERVICE SYSTEM PRESSURE REGULATING (UNLOADER)VALVE HAD
THE FOLLOWING DEFICIENCIES:
-INOP.
-LEAKED.
-SET INCORRECTLY, DID NOT PROVIDE PRESSURE REGULATED FUEL TO
THE FLIGHT DECK AT 55PSI.

NSTM 541/542
GSO 541/542

JP5, PUMPROOM, CARGO, PURIFIERS:
Loc :JP-5 PUMP ROOM
CSMP Name: JP-5 PURIFIER

JP5 PURIFIERS HAD THE FOLLOWING DEFICIENCIES:
-WORN OUTER BOWL COATING.
-DETERIORATED NYLON FEED TUBE.
-BOWL LOCKING SCREWS/SCREW PLUGS WERE MISSING.
-INOP COVER LATCHING DEVICE.
-CHAIN HOIST LACKED STATIC LOAD TEST DOCUMENTATION/HAD NO
LABEL PLATE/NO BRACE MECHANISM.
-SUMP TANK HIGH LEVEL ALARMS WERE INOP.
-SUMP TANK OVERFLOWED INTO THE BILGE VICE BEING PIPED TO THE
CONTAMINATION/RECLAMATION TANK/SYSTEM.
-DIRECT DRIVE HOUSING LACKED A COUPLING GUARD.
-INLET/OUTLET PRESSURE GAUGES COULD NOT BE
OBSERVED/MONITORED FROM THE OPERATORS STATION.
-OIL LEVEL SIGHT GLASS WAS OBSTRUCTED FROM VIEW.
-NO OIL LEVEL DIP STICK WAS INSTALLED.
-PURIFIER FLEXIBLE PIPING/RUBBER SHOCK MOUNTS WERE
WORN/DETERIORATED.

-SIGHT GLASSES WERE NOT INSTALLED IN THE PURIFIER DISCHARGE HEADER.
-PURIFIER SUPPORT FOUNDATIONS WERE DETERIORATED/CORRODED/CRACKED/DETACHED FROM WELD.

NSTM 436/542
GSO 436/542

JP5, PUMPROOM, FILTER/SEPARATOR SYS:
Loc :SEE REMARKS
CSMP Name: FILTER/SEPARATOR

JP5 FILTER SEPARATOR HAD THE FOLLOWING DEFICIENCIES:
-CONTAINMENT PANS WERE DIRTY/RUSTED.
-SUMP CONTAINED WATER, THE FLOAT AND ITS AUTOMATIC DRAIN VALVE AND/OR AUTOMATIC SHUTOFF VALVE WERE INOP.
-FILTER ELEMENTS (SEPARATORY AND/OR COALESCER ELEMENTS) WERE DIRTY/TORN/DETERIORATED/CONTAINED FOREIGN PARTICLES/LACKED RUBBER SEALING GASKETS.
-FILTER ELEMENTS (SEPARATORY AND/OR COALESCER ELEMENTS) WERE OVERDUE FOR SCHEDULED (PMS) REPLACEMENT.
-HYDROPHOBIC SCREEN WAS BENT/DAMAGED/TORN/COULD NOT BE REMOVED.
-DURING SYSTEM OPDEMO PRESSURE OBSERVED ON DIFFERENTIAL PRESSURE GAUGES EXCEEDED THE MAXIMUM PRESSURE ALLOWABLE ACROSS THE SEPARATOR'S FILTER ELEMENTS.
-DRAIN OR TEST CONNECTION FUNNELS WERE NOT LOCATED 12 INCHES BELOW THE DRAIN/TEST CONNECTION TERMINUS.
-INSTALLED (DIFFERENTIAL/OUTLET/INLET) PRESSURE GAUGES WERE INOP/OUT OF CALIBRATION/LACKED CALIBRATION STICKER.
-SIGHT GLASS WAS CRACKED/OBSCURED/LEAKED.
-SIGHT GLASS GUARD WAS MISSING/DID NOT FULLY PROTECT THE SIGHT GLASS.
-FILTER HEADS/COVERS COULD NOT BE LOCKED IN THE OPEN POSITION FOR MAINTENANCE.
-SAFETY/SYSTEM OPERATING INSTRUCTIONS WERE NOT POSTED.
-VALVES WERE IMPROPERLY/NOT IDENTIFIED.
-FACILITIES (LIFTING PADEYES, ETC) WERE NOT PROVIDED FOR THE REMOVAL AND LOWERING OF FILTER HEADS/COVERS, OR MANHOLE COVERS, IN ORDER TO FACILITATE FILTER ELEMENT REMOVAL AND REPLACEMENT.
-VENT/SUMP DRAIN LINES LACKED VALVES AND/OR WERE NOT LED VIA A FUNNEL TO THE JP-5 DRAIN/CONTAMINATION TANK.
-LACKED A VALVED TEST CONNECTION, OR THE TEST CONNECTION WAS NOT PROVIDED WITH A FUNNEL DRAIN TO THE JP-5 DRAIN/CONTAMINATION TANK.

NSTM 542
GSO 542
PMS

JP5, PUMPROOM, FWD, ACCESS TRUNK NETS/SC:
Loc :SEE REMARKS
CSMP Name: ACCESS TRUNK NET

THE JP-5 PUMPROOM ACCESS TRUNK SAFETY NETS AND SCUTTLE HAD
THE FOLLOWING DEFICIENCIES:
-ACCESS TRUNK SAFETY NETS WERE NOT INSTALLED.
-ACCESS TRUNK SAFETY NETS WERE IMPROPERLY INSTALLED.
-SAFETY NET WEBBING WAS DETERIORATED, HAD
WORN/ABRADED/BROKEN STRAPS.
-SAFETY SNAP/D-RINGS WERE RUSTED/BROKEN/MISSING.
-ACCESS TRUNK SCUTTLE LOCK WAS BROKEN/NOT INSTALLED.

AVNFACBUL-1 (SERIES)
NSTM/GSO 542 (FUEL SYSTEMS)
NSTM/GSO 612 (SAFETY NETS)
NSTM/GSO 624 (SCUTTLE)

JP5, PUMPROOM, FWD, GENERAL:
Loc :SEE REMARKS
CSMP Name: JP-5 GENERAL:

JP5 PUMPROOM HAD THE FOLLOWING GENERAL DEFICIENCIES:
-EXHAUST VENT WERE NOT LOCATED WITHIN 9 INCHES OF THE DECK.
-EXHAUST VENT SCREENS WERE RUSTED,DIRTY.
-SYSTEM DIAGRAMMATIC WAS NOT POSTED/DID NOT REFLECT THE
CURRENT SYSTEM.
-SYSTEM OPERATING INSTRUCTIONS WERE NOT POSTED/DID NOT
REFLECT THE CURRENT SYSTEM.
-BILGES WERE CORRODED/CONTAINED DIRT, DEBRIS, LIQUIDS.
-BILGE EDUCTOR WAS INOP/NOT INSTALLED/MISSING STRAINER.
-BILGE HIGH LEVEL ALARM WAS INOP/NOT INSTALLED.
-DECK PLATES/GRATE WERE CORRODED/LOOSE/MISSING
SCREWS/MISSING SECTIONS OF GRATE/PLATE.
-LOW POINT DRAINS WERE CLOGGED/DIRTY.
-THE FOLLOWING REMOTE OPERATED VALVE INDICATOR LIGHTS WERE
INOP:
-UNAUTHORIZED VALVE HANDLE LOCKING DEVICES WERE IN USE.
-PRESSURIZED FLANGES WERE NOT WRAPPED WITH 3 LAYERS OF
ALUMINIZED CLOTH.
-LIGHTING WAS INOP.
-SHIP SERVICE TELEPHONES INSTALLED IN THE JP5 PUMPROOM WERE
NOT AUDIBLE ABOVE NORMAL MACHINERY NOISES.
-A SOUNDPROOF ENCLOSURE WITH AN AUDIBLE HORN OR KLAXON WAS
NOT INSTALLED.
THE FIRE FIGHTING SYSTEM HAD THE FOLLOWING DEFICIENCIES:
-LACKED AN OVERHEAD SPRINKLER SYSTEM.
-LACKED A BILGE SPRINKLER SYSTEM.
-LACKED AN AFFF SPRINKLER SYSTEM.
-LACKED A HALON 1301 FIXED FLOODING SYSTEM.
-LACKED ONE REQUIRED 15LB CO2 FIRE EXTINGUISHER.
-LACKED ONE REQUIRED 18LB PKP FIRE EXTINGUISHER.
EMERGENCY LIGHTING HAD THE FOLLOWING DEFICIENCIES:

-WAS INOP/NOT INSTALLED.
-HAD DEFECTIVE RELAYS.

AVNFACBUL-1 (SERIES)
NSTM/GSO 542 (FUEL SYSTEMS)
NSTM/GSO 612 (SAFETY NETS)
NSTM/GSO 555 (EXTINGUISHERS)
NSTM/GSO 512 (EXHAUST)
NSTM/GSO 505 (LOCKS/FLANGES)
NSTM/GSO 507 (VALVE ID)
NSTM/GSO 529 (EDUCTORS)
NSTM/GSO 436 (ALARMS)
NSTM/GSO 622 (DECK GRATING)
NSTM/GSO 512 (VENTILATION)
NSTM/GSO 331 (ILLUMINATION)
NSTM/GSO 624 (SCUTTLE)

JP5, PUMPROOM, FWD, LIMIT TORQUES:
Loc :SEE REMARKS
CSMP Name: JP-5 LIMIT TORQU

THE #___ JP-5 PUMP ROOM FUEL SYSTEM LIMIT TORQUE VALVES HAD
THE FOLLOWING DEFICIENCIES:
-___ OF ___ SOLENOIDS WERE BURNED-OUT.
-___ OF ___ SHAFTS WERE PITTED/CORRODED.
-___ OF ___ COULD NOT BE MANUALLY OPERATED.
-___ OF ___ COULD NOT BE REMOTELY OPERATED.
-___ OF ___ LEAKED.
-___ OF ___ HAD DEFECTIVE WIRING.

JP5, PUMPROOM, FWD, PRESSURE REG VALVE:
Loc :SEE REMARKS
CSMP Name: PRESSURE REG VAL

JP5 SERVICE SYSTEM PRESSURE REGULATING (UNLOADER)VALVE HAD
THE FOLLOWING DEFICIENCIES:
-INOP.
-LEAKED.
-SET INCORRECTLY, DID NOT PROVIDE PRESSURE REGULATED FUEL TO
THE FLIGHT DECK AT 55PSI.

NSTM 541/542
GSO 541/542

JP5, PUMPROOM, FWD, PURIFIERS:
Loc :JP-5 PUMP ROOM
CSMP Name: JP-5 PURIFIERS:

JP5 PURIFIERS HAD THE FOLLOWING DEFICIENCIES:
-WORN OUTER BOWL COATING.
-DETERIORATED NYLON FEED TUBE.
-BOWL LOCKING SCREWS/SCREW PLUGS WERE MISSING.
-INOP COVER LATCHING DEVICE.
-CHAIN HOIST LACKED STATIC LOAD TEST DOCUMENTATION/HAD NO LABEL PLATE/NO BRACE MECHANISM.
-SUMP TANK HIGH LEVEL ALARMS WERE INOP.
-SUMP TANK OVERFLOWED INTO THE BILGE VICE BEING PIPED TO THE CONTAMINATION/RECLAMATION TANK/SYSTEM.
-DIRECT DRIVE HOUSING LACKED A COUPLING GUARD.
-INLET/OUTLET PRESSURE GAUGES COULD NOT BE OBSERVED/MONITORED FROM THE OPERATORS STATION.
-OIL LEVEL SIGHT GLASS WAS OBSTRUCTED FROM VIEW.
-NO OIL LEVEL DIP STICK WAS INSTALLED.
-PURIFIER FLEXIBLE PIPING/RUBBER SHOCK MOUNTS WERE WORN/DETERIORATED.
-SIGHT GLASSES WERE NOT INSTALLED IN THE PURIFIER DISCHARGE HEADER.
-PURIFIER SUPPORT FOUNDATIONS WERE DETERIORATED/CORRODED/CRACKED/DETACHED FROM WELD.

NSTM 436/542
GSO 436/542

JP5, PUMPS, AFT, SERVICE/TRANSFER:
Loc :SEE REMARKS
CSMP Name: SERVICE/TRANSFER

JP5 SERVICE/TRANSFER PUMPS HAD THE FOLLOWING MATERIAL DEFICIENCIES:
-PUMPS WERE INOP,LEAKED,NOISY,VIBRATED EXCESSIVELY.
-CONTAINMENT PANS WERE DIRTY,RUSTED,DETERIORATED.
-FUEL PUMPS DRIVESHAFT WAS SCORED/OUT OF ALIGNMENT/LEAKED AT THE SHAFT SEALS.
-FUEL PUMP PRESSURE RELIEF VALVE WAS SET INCORRECTLY,
-FLANGE SHIELDING WAS MISSING,TORN,DETERIORATED.
-PUMP PRESSURE GAUGES WERE MISSING/INOP/IMPROPERLY.
-REDLINED/OUT OF CALIBRATION.
-LIFTING EYES AND HOIST PADEYES WERE NOT INSTALLED FOR PUMPS OR MOTORS.
-PUMPS LACKED CAUTION SIGNS STATING: "CAUTION:POWER TO ELECTRIC MOTOR-DRIVEN JP-5 PUMPS SHALL BE SECURED WHEN NOT IN USE."; AND "CAUTION:VALVES IN THE RECIRCULATING LINE SHALL BE OPENED PRIOR TO STARTING PUMP.
-COUPLING GUARD WAS LOOSE.

AVNFACBUL-1 (SERIES)
NSTM 542
GSO 542

JP5, PUMPS, AFT, STRIPPING, ELECTRIC:
Loc :SEE REMARKS
CSMP Name: ELECTRIC STRIPPI

JP-5 ELECTRIC STRIPPING PUMP HAD THE FOLLOWING DEFICIENCIES:
-PUMP WAS INOP/NOISY.
-PUMP LEAKED AT _____.
-A STOP CHECK VALVE WAS NOT INSTALLED.
-A SIGHT GLASS WAS NOT INSTALLED IN THE DISCHARGE HEADER.
-THE SIGHT GLASS WAS OBSCURED/PAINTED/CRACKED/LEAKED.
-A TEST/SAMPLE CONNECTION WAS NOT PROVIDED.
-PRESSURE RELIEF VALVE WAS SET INCORRECTLY, ACTUAL:
_____PSI; REQUIRED:_____PSI.
-A COUPLING GUARD WAS NOT INSTALLED.
-PRESSURE GAUGES WERE MISSING/INOP/IMPROPERLY REDLINED/OUT
OF CALIBRATION.
-LACKED CAUTION SIGNS STATING: "CAUTION: POWER TO ELECTRIC
MOTOR-DRIVEN JP-5 PUMP SHALL BE SHUT OFF AT ALL TIMES,
EXCEPT WHEN REQUIRED."; AND "CAUTION:VALVES IN THE
RECIRCULATING LINE SHALL BE OPENED PRIOR TO STARTING PUMP.
-SYSTEM VALVE HANDLES WERE MISSING.

AVNFACBUL-1 (SERIES)
NSTM 542
GSO 542

JP5, PUMPS, AFT, STRIPPING, MANUAL:
Loc :SEE REMARKS
CSMP Name: MANUAL STRIPPING

JP-5 ELECTRIC STRIPPING PUMP HAD THE FOLLOWING DEFICIENCIES:
-PUMP WAS INOP/NOISY.
-PUMP LEAKED AT _____.
-A STOP CHECK VALVE WAS NOT INSTALLED.
-A SIGHT GLASS WAS NOT INSTALLED IN THE DISCHARGE HEADER.
-THE SIGHT GLASS WAS OBSCURED/PAINTED/CRACKED/LEAKED.
-A TEST/SAMPLE CONNECTION WAS NOT PROVIDED.
-PRESSURE RELIEF VALVE WAS SET INCORRECTLY, ACTUAL:
_____PSI; REQUIRED:_____PSI.
-A COUPLING GUARD WAS NOT INSTALLED.
-PRESSURE GAUGES WERE MISSING/INOP/IMPROPERLY REDLINED/OUT
OF CALIBRATION.
-LACKED CAUTION SIGNS STATING: "CAUTION: POWER TO ELECTRIC
MOTOR-DRIVEN JP-5 PUMP SHALL BE SHUT OFF AT ALL TIMES,
EXCEPT WHEN REQUIRED."; AND "CAUTION:VALVES IN THE
RECIRCULATING LINE SHALL BE OPENED PRIOR TO STARTING PUMP.
-SYSTEM VALVE HANDLES WERE MISSING.

AVNFACBUL-1 (SERIES)
NSTM 542
GSO 542

JP5, PUMPS, CARGO, SERVICE/TRANSFER:
Loc :SEE REMARKS
CSMP Name: SERVICE/TRANSFER

JP5 SERVICE/TRANSFER PUMPS HAD THE FOLLOWING MATERIAL DEFICIENCIES:
-PUMPS WERE INOP,LEAKED,NOISY,VIBRATED EXCESSIVELY.
-CONTAINMENT PANS WERE DIRTY,RUSTED,DETERIORATED.
-FUEL PUMPS DRIVESHAFT WAS SCORED/OUT OF ALIGNMENT/LEAKED AT THE SHAFT SEALS.
-FUEL PUMP PRESSURE RELIEF VALVE WAS SET INCORRECTLY,
-FLANGE SHIELDING WAS MISSING,TORN,DETERIORATED.
-PUMP PRESSURE GAUGES WERE MISSING/INOP/IMPROPERLY.
-REDLINED/OUT OF CALIBRATION.
-LIFTING EYES AND HOIST PADEYES WERE NOT INSTALLED FOR PUMPS OR MOTORS.
-PUMPS LACKED CAUTION SIGNS STATING: "CAUTION:POWER TO ELECTRIC MOTOR-DRIVEN JP-5 PUMPS SHALL BE SECURED WHEN NOT IN USE."; AND "CAUTION:VALVES IN THE RECIRCULATING LINE SHALL BE OPENED PRIOR TO STARTING PUMP.
-COUPLING GUARD WAS LOOSE.

AVNFACBUL-1 (SERIES)
NSTM 542
GSO 542

JP5, PUMPS, CARGO, STRIPPING, ELECTRIC:
Loc :SEE REMARKS
CSMP Name: ELECTRIC STRIPPI

JP-5 ELECTRIC STRIPPING PUMP HAD THE FOLLOWING DEFICIENCIES:
-PUMP WAS INOP/NOISY.
-PUMP LEAKED AT _____.
-A STOP CHECK VALVE WAS NOT INSTALLED.
-A SIGHT GLASS WAS NOT INSTALLED IN THE DISCHARGE HEADER.
-THE SIGHT GLASS WAS OBSCURED/PAINTED/CRACKED/LEAKED.
-A TEST/SAMPLE CONNECTION WAS NOT PROVIDED.
-PRESSURE RELIEF VALVE WAS SET INCORRECTLY, ACTUAL: _____PSI; REQUIRED:_____PSI.
-A COUPLING GUARD WAS NOT INSTALLED.
-PRESSURE GAUGES WERE MISSING/INOP/IMPROPERLY REDLINED/OUT OF CALIBRATION.
-LACKED CAUTION SIGNS STATING: "CAUTION: POWER TO ELECTRIC MOTOR-DRIVEN JP-5 PUMP SHALL BE SHUT OFF AT ALL TIMES, EXCEPT WHEN REQUIRED."; AND "CAUTION:VALVES IN THE RECIRCULATING LINE SHALL BE OPENED PRIOR TO STARTING PUMP.
-SYSTEM VALVE HANDLES WERE MISSING.

AVNFACBUL-1 (SERIES)
NSTM 542
GSO 542

JP5, PUMPS, CARGO, STRIPPING, MANUAL:
Loc :SEE REMARKS
CSMP Name: MANUAL STRIPPING

JP-5 ELECTRIC STRIPPING PUMP HAD THE FOLLOWING DEFICIENCIES:
-PUMP WAS INOP/NOISY.
-PUMP LEAKED AT _____.
-A STOP CHECK VALVE WAS NOT INSTALLED.
-A SIGHT GLASS WAS NOT INSTALLED IN THE DISCHARGE HEADER.
-THE SIGHT GLASS WAS OBSCURED/PAINTED/CRACKED/LEAKED.
-A TEST/SAMPLE CONNECTION WAS NOT PROVIDED.
-PRESSURE RELIEF VALVE WAS SET INCORRECTLY, ACTUAL:
_____PSI; REQUIRED:_____PSI.
-A COUPLING GUARD WAS NOT INSTALLED.
-PRESSURE GAUGES WERE MISSING/INOP/IMPROPERLY REDLINED/OUT OF CALIBRATION.
-LACKED CAUTION SIGNS STATING: "CAUTION: POWER TO ELECTRIC MOTOR-DRIVEN JP-5 PUMP SHALL BE SHUT OFF AT ALL TIMES, EXCEPT WHEN REQUIRED."; AND "CAUTION:VALVES IN THE RECIRCULATING LINE SHALL BE OPENED PRIOR TO STARTING PUMP.
-SYSTEM VALVE HANDLES WERE MISSING.

AVNFACBUL-1 (SERIES)
NSTM 542
GSO 542

JP5, PUMPS, DEFUEL PORTABLE:
Loc :SEE REMARKS
CSMP Name: DEFUEL PORTABLE:

PORTABLE DEFUELING SYSTEM REQUIRED FOR CERTIFICATION HAD THE FOLLOWING DEFICIENCIES:
-A 25 GPM OR BETTER PORTABLE DEFUELING PUMP LEAKED/WAS INOP/WAS NOT ONBOARD.
-PORTABLE DEFUEL PUMP WAS NOT STORED IN A DESIGNATED AREA CONVENIENT TO THE AIRCRAFT OPERATING AREA.
-THE PUMP WAS NOT PAINTED PURPLE AND MARKED FOR JP-5 USE.
-THE FOLLOWING DEFUEL EQUIPMENT WAS NOT PROVIDED:
-10 FEET OF 1.
-5 INCH MIL-H-370 FUEL (SUCTION) HOSE.
-ENOUGH HOSE TO REACH FROM SPOTTED HELO TO DEFUEL RISER.
-AIR HOSE/PNEUMATIC FITTINGS REQUIRED TO OPERATE PUMP.
-TWO, FUEL HOSE-TO-PUMP REDUCERS.
-THE SHIP'S DEFUEL RISER WAS ROUTED TO THE SERVICE TANK VICE STORAGE TANK, (OR IN THE CASE OF CONTAMINATED FUEL, VICE TO DOWNSTREAM THE STRIPPING PUMP AND CONSEQUENTLY INTO THE DRAIN OR RECLAMATION TANK.

AVNFACBUL-1 (SERIES)
AEL 2-830024025

NSTM 542
GSO 542

JP5, PUMPS, FWD, SERVICE/TRANSFER:
Loc :SEE REMARKS
CSMP Name: SERVICE/TRANSFER

JP5 SERVICE/TRANSFER PUMPS HAD THE FOLLOWING MATERIAL DEFICIENCIES:
-PUMPS WERE INOP,LEAKED,NOISY,VIBRATED EXCESSIVELY.
-CONTAINMENT PANS WERE DIRTY,RUSTED,DETERIORATED.
-FUEL PUMPS DRIVESHAFT WAS SCORED/OUT OF ALIGNMENT/LEAKED AT THE SHAFT SEALS.
-FUEL PUMP PRESSURE RELIEF VALVE WAS SET INCORRECTLY,
-FLANGE SHIELDING WAS MISSING,TORN,DETERIORATED.
-PUMP PRESSURE GAUGES WERE MISSING/INOP/IMPROPERLY.
-REDLINED/OUT OF CALIBRATION.
-LIFTING EYES AND HOIST PADEYES WERE NOT INSTALLED FOR PUMPS OR MOTORS.
-PUMPS LACKED CAUTION SIGNS STATING: "CAUTION:POWER TO ELECTRIC MOTOR-DRIVEN JP-5 PUMPS SHALL BE SECURED WHEN NOT IN USE."; AND "CAUTION:VALVES IN THE RECIRCULATING LINE SHALL BE OPENED PRIOR TO STARTING PUMP.
-COUPLING GUARD WAS LOOSE.

AVNFACBUL-1 (SERIES)
NSTM 542
GSO 542

JP5, PUMPS, FWD, STRIPPING, ELECTRIC:
Loc :SEE REMARKS
CSMP Name: ELECTRIC STRIPPI

JP-5 ELECTRIC STRIPPING PUMP HAD THE FOLLOWING DEFICIENCIES:
-PUMP WAS INOP/NOISY.
-PUMP LEAKED AT _____.
-A STOP CHECK VALVE WAS NOT INSTALLED.
-A SIGHT GLASS WAS NOT INSTALLED IN THE DISCHARGE HEADER.
-THE SIGHT GLASS WAS OBSCURED/PAINTED/CRACKED/LEAKED.
-A TEST/SAMPLE CONNECTION WAS NOT PROVIDED.
-PRESSURE RELIEF VALVE WAS SET INCORRECTLY, ACTUAL: _____PSI; REQUIRED:_____PSI.
-A COUPLING GUARD WAS NOT INSTALLED.
-PRESSURE GAUGES WERE MISSING/INOP/IMPROPERLY REDLINED/OUT OF CALIBRATION.
-LACKED CAUTION SIGNS STATING: "CAUTION: POWER TO ELECTRIC MOTOR-DRIVEN JP-5 PUMP SHALL BE SHUT OFF AT ALL TIMES, EXCEPT WHEN REQUIRED."; AND "CAUTION:VALVES IN THE RECIRCULATING LINE SHALL BE OPENED PRIOR TO STARTING PUMP.
-SYSTEM VALVE HANDLES WERE MISSING.

AVNFACBUL-1 (SERIES)
NSTM 542
GSO 542

JP5, PUMPS, FWD, STRIPPING, MANUAL:
Loc :SEE REMARKS
CSMP Name: MANUAL STRIPPING

JP-5 ELECTRIC STRIPPING PUMP HAD THE FOLLOWING DEFICIENCIES:
-PUMP WAS INOP/NOISY.
-PUMP LEAKED AT _____.
-A STOP CHECK VALVE WAS NOT INSTALLED.
-A SIGHT GLASS WAS NOT INSTALLED IN THE DISCHARGE HEADER.
-THE SIGHT GLASS WAS OBSCURED/PAINTED/CRACKED/LEAKED.
-A TEST/SAMPLE CONNECTION WAS NOT PROVIDED.
-PRESSURE RELIEF VALVE WAS SET INCORRECTLY, ACTUAL:
_____PSI; REQUIRED:_____PSI.
-A COUPLING GUARD WAS NOT INSTALLED.
-PRESSURE GAUGES WERE MISSING/INOP/IMPROPERLY REDLINED/OUT
OF CALIBRATION.
-LACKED CAUTION SIGNS STATING: "CAUTION: POWER TO ELECTRIC
MOTOR-DRIVEN JP-5 PUMP SHALL BE SHUT OFF AT ALL TIMES,
EXCEPT WHEN REQUIRED."; AND "CAUTION:VALVES IN THE
RECIRCULATING LINE SHALL BE OPENED PRIOR TO STARTING PUMP.
-SYSTEM VALVE HANDLES WERE MISSING.

AVNFACBUL-1 (SERIES)
NSTM 542
GSO 542

JP5, SECONDARY, AUX JP5 SYS:
Loc :SEE REMARKS
CSMP Name: AUX JP5 SYS:

THE JP-5 AUXILIARY SYSTEM HAD THE FOLLOWING DEFICIENCIES:
-PUMP WAS INOP/LEAKING.
-HOSE/NOZZLES/REELS WERE NOT INSTALLED.
-4JG COMMUNICATIONS WERE NOT INSTALLED.
-SAFETY/OPERATING INSTRUCTIONS WERE NOT POSTED.
-VALVES LEAKED/HANDLES WERE MISSING.
-PIPING WAS NOT COLOR CODED.
-PIPING WAS EXPOSED TO VEHICLE DAMAGE (NO PROTECTIVE
GUARDS).

NSTM 507/542
GSO 507/542

JP5, SECONDARY, JET ENGINE TEST FACILI:
Loc :SEE REMARKS

CSMP Name: JET ENGINE TEST

THE JET ENGINE TEST FACILITY HAD THE FOLLOWING DEFICIENCIES:
-JP-5 PUMP WAS INOP.
-PRESSURE REGULATING VALVE WAS NOT FUNCTIONING/LEAKING.
-4JG SOUND POWERED COMMUNICATION DID NOT LINK THE TEST CELL CONTROL ROOM AND THE JP-5 PUMP ROOM.
-JP-5 PUMP ROOM EMERGENCY STOP SWITCH WAS NOT INSTALLED/INOP IN TEST CELL CONTROL ROOM.
-FILTER ELEMENTS WERE OVERDUE FOR RENEWAL.
-FILTER SEPARATOR INSTALLED IN AN OBSCURE LOCATION/NOT PROVIDED WITH A PROTECTIVE GAUGE.
-PIPING WAS NOT COLOR CODED/HAD NO DIRECTION FLOW ARROWS INSTALLED.
-SAFETY/OPERATING INSTRUCTIONS WERE NOT POSTED.
-VENTILATION WAS NOT PROVIDED IN THE FILTER SPACE.
-SOLENOID OPERATED VALVE INSTALLED IN THE OVERHEAD OF FILTER SPACE WAS INACCESSIBLE FOR MAINTENANCE.

NSTM 507/542
GSO 507/542

JP5, SECONDARY, RECLAMATION SYSTEM:
Loc :SEE REMARKS
CSMP Name: RECLAMATION SYST

JP5 RECLAMATION SYSTEM HAD THE FOLLOWING DEFICIENCIES:

NSTM 505/507/541/542
GSO 505/507/541/542

JP5, SECONDARY, SMALL BOAT:
Loc :SEE REMARKS
CSMP Name: JP-5 SMALL BOAT:

THE PORT/STARBOARD JP-5 SMALL BOAT REFILL STATIONS HAD THE FOLLOWING DEFICIENCIES:
-PIPING/VALVES WERE NOT PROPERLY IDENTIFIED, VALVES LACKED IDENTIFICATION TAG/LABELS, AND/OR PIPING/VALVES WERE NOT PROPERLY COLOR-CODED.
-AN ADEQUATE QUANTITY OF 1 INCH HOSE (MIL-H-370) WAS NOT ONBOARD.
-FUEL NOZZLES (MIL-N-52110) WERE NOT ONBOARD.
-FUELING HOSE AND NOZZLES LACKED PROPER STOWAGE FACILITY (BOAT GEAR LOCKER/HOSE CAMEL).
-PROTECTIVE CAPS WERE NOT PROVIDED/CHAINED TO THE FUEL RISER.
-FUELING STATION LOCATION PRECLUDED FUELING BOATS WHILE STOWED/AFLOAT.
-FUELING STATION LACKED AN OPERABLE 4JG CIRCUIT FOR COMMS

WITH THE JP-5 PUMPROOM.

NSTM 541/542
GSO 541/542

JP5, SECONDARY, UNREP STATIONS:
Loc :SEE REMARKS
CSMP Name: UNREP STATIONS:

THE FUELING AT SEA STATIONS HAD THE FOLLOWING DEFICIENCIES:
-WAS/WERE IMPROPERLY COLOR CODED.
-WAS/WERE CORRODED/LACKED PRESERVATION.
-AN INOP/DAMAGED/MISSING PRESSURE GAUGE.
-INOP/WEAK/UNIDENTIFIED SOUND-POWERED PHONES.
-NO ONE-WAY CHECK VALVE INSTALLED.
-NO GATE VALVE INSTALLED.

NSTM 507/542
GSO 507/542

JP5, TANK, AIR ESCAPES:
Loc :SEE REMARKS
CSMP Name: JP-5 AIR ESCAPES

JP5 TANK AIR ESCAPES HAD THE FOLLOWING DEFICIENCIES:
-AIR ESCAPE FLASH SCREENS WERE DETERIORATED/CORRODED/CLOGGED/MISSING.
-AIR ESCAPE CHECK VALVE BALLS WERE CORRODED/CRACKED/SPLIT/MISSING.
-AIR ESCAPES WERE NOT PROPERLY IDENTIFIED, LACKED IDENTIFICATION TAGS/LABELS, AND/OR NOT PROPERLY COLOR-CODED.

NSTM 506/507/541/542
GSO 506/507/541/542

JP5, TANK, COATING/CONDITION:
Loc :SEE REMARKS
CSMP Name: TNK COATING

JP5 FUEL TANKS HAD THE FOLLOWING DEFICIENCIES:
-THE TANK PROTECTIVE COATING WAS DETERIORATED:
-SPOTS/AREAS OF COATING HAD CHIPPED/PEELED/FLAKED OFF.
-SPOTS/AREAS OF RUST HAD BLISTERED/SCALED THROUGH THE TOP COATING.
-BURN MARKS WERE IN THE TANK INTERIOR'S COATING.
-INTERNAL CORROSION HAD PRODUCED SIGNIFICANT STRUCTURAL DAMAGE AND COMPROMISED THE STRUCTURAL INTEGRITY OF THE TANK.

-THE TANK WALLS AND SUPPORT STRUCTURES WERE DIRTY/STAINED.
-THE TANK BOTTOM CONTAINED SEDIMENT/DIRT/GRIT/CHIPS OF TANK COATING/INDUSTRIAL DEBRIS.
-THE TANK BOTTOM/WALLS WERE COVERED WITH MICROBIOLOGICAL GROWTH.
-AN INSUFFICIENT NUMBER OF LIMBER HOLES WERE PROVIDED IN THE HORIZONTAL STRINGERS TO ALLOW FOR PROPER DRAINAGE.

NSTM 541/542
GSO 541/542
AVNFACBUL-1 (SERIES)
PMS

JP5, TANK, COMPONENTS/CONDITION:
Loc :SEE REMARKS
CSMP Name: TNK COMPONENT

JP5 FUEL TANKS HAD THE FOLLOWING DEFICIENCIES:
-FILL LINES DID NOT TERMINATE IN NONVORTEXING BELLMOUTHS AND SPLASH PLATES.
-SOUNDING TUBES LACKED TAKEDOWN JOINTS/STRIKER PLATES/PERFORATIONS THE ENTIRE LENGTH OF THE TUBE.
-TANK COVER AND BOLTS WERE RUSTED.
-TANK COVER GASKET WAS DETERIORATED/MISSING.
-ACCESS LADDER WAS DETERIORATED/CORRODED.
-ACCESS LADDER LACKED SECURING HARDWARE.

NSTM 541/542
GSO 541/542
AVNFACBUL-1 (SERIES)
PMS

JP5, TANK, OVERFLOW BOXES:
Loc :SEE REMARKS
CSMP Name: OVERFLOW BOXES:

JP5 FUEL TANK OVERFLOW CHECK VALVES/BOXES HAD THE FOLLOWING DEFICIENCIES:
-CHECK VALVE FLAPPER WAS FROZEN OPEN/CLOSED.
-CHECK VALVE WAS CORRODED/CLOGGED/CONTAINED DIRT/DEBRIS.
-CHECK VALVE WAS NOT PROPERLY IDENTIFIED, THE VALVE LACKED AN IDENTIFICATION TAG/LABEL, AND/OR NOT PROPERLY COLOR-CODED.
-JP5 FUEL TANK OVERFLOW/OVERBOARD ONE-WAY, NON-RETURN CHECK VALVES WERE NOT SCHEDULED FOR PMS (MIP5420/S-20).

NSTM 506/541/542
GSO 506/541/542

JP5, TANK, SOUNDING TUBES (INTERNAL):
Loc :SEE REMARKS
CSMP Name: SOUNDING TUBES (

THE JP-5 SERVICE/STORAGE/DRAIN-CONTAMINATION TANK (NR _____)
SOUNDING TUBES HAD THE FOLLOWING DEFICIENCIES:
-SOUNDING TUBE WAS NOT FITTED WITH A FLOATING BALL CHECK VALVE.
(REQUIRED FOR TERMINATION IN A MAIN OR AUX MACHINERY SPACE CONTAINING BOILERS, INCINERATORS, EMERGENCY DIESEL OR TURBINE DRIVEN GENERATOR, FIRE PUMPS AND SPACES CONTAINING CARPET, ELECTRICAL OR ELECTRONIC EQUIPMENT).
-SOUNDING TUBE CHECK VALVE CAPS WERE NOT PRESSURE RELIEF TYPE (LACKED VENT HOLES).
-SOUNDING TUBE CHECK VALVE CAPS LACKED LANYARDS.
-SOUNDING TUBE LINES WERE NOT PERFORATED THE ENTIRE LENGTH OF THE LINE.
-SOUNDING TUBE LINES LACKED STRIKER PLATES.
-SOUNDING TUBE LINES LACKED A TAKEDOWN JOINT 18" FROM THE TANK BOTTOM.

NSTM 541-9.5
GSO 506D
GSO 542
NSTM 506/542

JP5, TANK, SOUNDING TUBES CAPS:
Loc :SEE REMARKS
CSMP Name: SOUNDING TUBES C

JP5 TANK SOUNDING TUBE CAPS HAD THE FOLLOWING DEFICIENCIES:
-CAP THREADS WERE RUSTED.
-CAP RECEPTACLE WAS RUSTED.
-WERE FLUSH MOUNTED ON THE WEATHER DECK AND SUBJECT TO SALT WATER CONTAMINATION WHEN SOUNDING.

NSTM 506/542
GSO 506/542

JP5, TANK, SYSTEM PIPING:
Loc :SEE REMARKS
CSMP Name: SYSTEM PIPING:

JP5 FUEL SYSTEM PIPING HAD THE FOLLOWING DEFICIENCIES:
-LEAKED
-FLANGED PIPING JOINTS AND VALVE BONNETS LACKED FLANGE SHIELDING.
-FLANGE SHIELDING WAS NOT PROPERLY INSTALLED.
-IMPROPERLY COLOR-CODED/LACKED FUNCTIONAL LABELLING/LACKED DIRECTIONAL FLOW ARROWS.

-SECTIONS WERE SOFT PATCHED.

NSTM 505/507/541/542
GSO 505/507/541/542

JP5, TANK, SYSTEM VALVES:
Loc :SEE REMARKS
CSMP Name: SYSTEM VALVES:

JP5 FUELING SYSTEM VALVES HAD THE FOLLOWING DEFICIENCIES:
-LEAKED THROUGH.
-LACKED PACKING.
-DETERIORATED GASKETS.
-MISSING VALVE HANDLES.
-WERE INOP/MISSING.
-IMPROPERLY IDENTIFIED/COLOR CODED VALVE WHEELS.

NSTM 541/542
GSO 541/542

JP5, TANK, TLI:
Loc :SEE REMARKS
CSMP Name: JP-5 TANK TLI:

JP5 TANK LEVEL INDICATORS (TLI) HAD THE FOLLOWING
DEFICIENCIES:
-WERE INOP.
-HAD INACCURATE READINGS.
-WERE NOT CALIBRATED/OUT OF CALIBRATION.
-WERE REMOTELY LOCATED AND COULD NOT BE OBSERVED/MONITORED
FROM THE FUEL SYSTEM OPERATORS STATION.
-POWER INDICATING LIGHTS WERE INOP.
-HAD CRACKED/MISSING FACE GLASS.
-AUDIBLE/VISUAL HIGH LEVEL ALARMS WERE INOP/IMPROPERLY
CALIBRATED-ADJUSTED.
(HIGH LEVEL ALARMS ARE REQUIRED TO ACTIVATE AT
APPROXIMATELY 95% TANK CAPACITY, THE SELECTED ALARM POINT
SHALL BE BASED ON PROVIDING 2 MINUTES WARNING BEFORE AN
OVERFLOW OCCURS WHEN THE TANK IS BEING FILLED AT ITS DESIGN
FILL RATE.

NSTM 436/541/542
GSO 436/541/542

VLA, AV8 CUT LIGHTS:
Loc :FLIGHT DECK
CSMP Name: AV8 CUT LIGHTS:

AV8 CUT LIGHTS HAD THE FOLLOWING DEFICIENCIES:
-CUT LIGHT SYSTEM WAS INOP.
-SYSTEM CONTROLS AT THE MASTER CONTROL PANEL FAILED TO VARY LIGHT INTENSITY FROM BLACKOUT TO FULL INTENSITY.
-___OF 2 LIGHTS WERE INOP.
-___OF 2 WAVE-OFF LIGHT FIXTURES WERE CORRODED.
-___OF 2 GREEN LIGHT FILTERS WERE CRACKED/LACKED SAFETY WIRE/MISSING.

AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, AV8 HOVER POSITION INDICATOR:
Loc :FLIGHT DECK
CSMP Name: AV8 HOVER POSITI

THE HOVER POSITION INDICATOR HAD THE FOLLOWING DEFICIENCIES:
-WAS INOP.
-_____ LAMPS MISSING/INOP.
-_____ LENSES BROKEN/MISSING.
-PANEL LAMPS WERE MISSING/INOP.
-LAMPS DID NOT DIM FROM FULL BRIGHT TO FULL BLACKOUT.

NAVAIR AD-400A-OMP-125

VLA, AV8 NOZZLE ROTATION LIGHTS:
Loc :FLIGHT DECK
CSMP Name: AV8 NOZZLE ROTAT

AV8 NOZZLE ROTATION LIGHTS HAD THE FOLLOWING DEFICIENCIES:
-OF X WERE INOP.
-LOOSE/MISSING HARDWARE.
-PAINT/FOD ON THE LENS.
-COVERS HAD LOOSE/MISSING BOLTS.
-REFLECTORS MISSING.
-DID NOT DIM FROM FULL BRIGHT TO FULL BLACKOUT.

AMPHIB AVNFACBUL-1 (SERIES)

VLA, AV8 OLS:
Loc :FLIGHT DECK
CSMP Name: AV8 OLS:

AV8 OPTICAL LANDING SYSTEM HAD THE FOLLOWING DEFICIENCIES:

-WAS INOP.

AVNFACBUL-1 (SERIES)
NAVAIR 51-50ABA-1
NAVAIR 51-50ABA-2
NAVAIR 51-50ABA-3
PMS

VLA, AV8 PORT EDGE LIGHTS:
Loc :FLIGHT DECK
CSMP Name: AV8 PORT EDGE LI

AV8 PORT EDGE LIGHTS HAD THE FOLLOWING DEFICIENCIES:
-___ OF X WERE INOP.
-LOOSE/MISSING HARDWARE.
-COVERS HAD LOOSE/MISSING BOLTS.
-DID NOT DIM FROM FULL BRIGHT TO FULL BLACKOUT.
-FOUNDATIONS WERE RUSTED.

AMPHIB AVNFACBUL-1 (SERIES)

VLA, AV8 TRAMLINE LIGHTS:
Loc :FLIGHT DECK
CSMP Name: AV8 TRAMLINE LIG

AV8 TRAMLINE LIGHTS HAD THE FOLLOWING DEFICIENCIES:
-___ OF X WERE INOP.
-LOOSE/MISSING HARDWARE.
-PAINT/FOD ON THE LENS.
-COVERS HAD LOOSE/MISSING BOLTS.
-REFLECTORS MISSING.
-DID NOT DIM FROM FULL BRIGHT TO FULL BLACKOUT.

AMPHIB AVNFACBUL-1 (SERIES)

VLA, BLUE OBSTRUCTION LIGHTS:
Loc :SEE COMMENTS
CSMP Name: BLUE OBSTRUCTION

BLUE OBSTRUCTION LIGHTS HAD THE FOLLOWING DEFICIENCIES:
-_____ OF _____ FIXTURES WERE INOP.
-_____ OF _____ FIXTURES LACKED THE CORRECT BRASS TYPE SHOCK
REQUIRED BY THE REFERENCES.
STEEL VICE THE PROPER BRASS SHOCK MOUNTS WERE UTILIZED.
-_____ OF _____ HAD CORRODED SHOCK MOUNTS.
-_____ OF _____ FIXTURES LACKED THE PROPER 120 VOLT, 50
WATT, ROUGH SERVICE TYPE BULBS REQUIRED BY THE REFERENCES.
-_____ OF _____ FIXTURES LACKED THE PROPER BLUE GLOBES

REQUIRED BY THE REFERENCES.

AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, BLUE PERIMETER DECK EDGE LIGHTS:
Loc :FLIGHT DECK
CSMP Name: BLUE PERIMETER D

FLIGHT DECK BLUE PERIMETER/DECK EDGE LIGHTS HAD THE FOLLOWING DEFICIENCIES:
-_____ OF _____ LIGHT FIXTURES WERE INOP.
-_____ OF _____ LIGHT FIXTURES LACKED THE CORRECT 120VOLT, 100 WATT TYPE BULBS REQUIRED BY THE REFERENCES.
-SYSTEM CONTROLS FAILED TO VARY LIGHT INTENSITY FROM FULL BRIGHT TO FULL BLACKOUT.
-_____ OF _____ FIXTURES LACKED THE CORRECT TYPE BRASS SHOCK REQUIRED BY THE REFERENCES.
-STEEL VICE THE PROPER BRASS SHOCK MOUNTS WERE UTILIZED.
-_____ OF _____ FIXTURES HAD CORRODED SHOCK MOUNTS.
-_____ OF _____ FIXTURES LACKED THE CORRECT TYPE/COLOR GLOBES (AVIATION BLUE GLOBES) REQUIRED BY THE REFERENCES.
-_____ OF _____ FIXTURE MOUNTING BRACKETS WERE CORRODED/DAMAGED.
-_____ OF _____ FIXTURE GLOBES WERE DIRTY/CRACKED/MISSING/HAD PAINT OVERSPRAY.
-LIGHT FIXTURE WIRING WAS CUT/ABRADED AT _____.

AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, BOW ATHWARTSHIP LIGHTS:
Loc :FLIGHT DECK
CSMP Name: BOW ATHWARTSHIP

THE BOW ATHWARTSHIP LIGHTS HAD THE FOLLOWING DEFICIENCIES:
-SYSTEM WAS INOP.
-____ OF ____ INOP.
-DID NOT DIM FROM FULL BRIGHT TO FULL BLACKOUT.
-WERE CORRODED.
-WIRING WAS FRAYED.
-MISSING/STRIPPED OUT BOLTS.
-MISSING/LOOSE LENS COVERS.
-MISSING/DAMAGED LENS.

NAVAIR 51-50AAA-2

VLA, CATWALK EMERGENCY LIGHTNG:
Loc :CATWALKS
CSMP Name: CATWALK EMERGENC

CATWALK EMERGENCY LIGHTING HAD THE FOLLOWING DEFICIENCIES:
-SYSTEM WAS INOP.
-___ OF X LIGHTS WERE INOP.
-___ OF X FIXTURES WERE DETERIORATED,HAD BROKEN/RUSTED SHOCK MOUNTS.

AMPHIB AVNFACBUL-1 (SERIES)

VLA, CV FRESNEL LENS, DECK EDGE:
Loc :PORT CATWALK
CSMP Name: FRESNEL LENS

THE FRESNEL LENS OPTICAL LANDING SYSTEM (FLOLS) DECK EDGE ASSEMBLY HAD THE FOLLOWING DEFICIENCIES:
-WAS DETERIORATED/DAMAGED.
-WIRING WAS FRAYED/ABRADED/KNICKED AND MISSING WIRE SUPPORTS.
-CELL ASSEMBLIES WERE OUT OF DATE AND REQUIRED OVERHAUL IAW PMS.
-STOWLOCK WAS INOP.
-PLATFORM WAS CORRODED.
-PLUGS WERE CORRODED.
-DATUM ARMS AND WAVE-OFF LIGHT FRAMES WERE CORRODED.
-SHIPFITTERS BOX WAS CORRODED.
-SAFETY WIRING ON THE DATUM AND WAVE-OFF LIGHT LENS WAS MISSING/LOOSE.
-WORM HOLES IN THE POWER DRIVE BASES FOR ZERO PINS.
-WAS MISSING ZERO PINS.
-HAD EXCESSIVE GEAR PLAY.
-POWER DRIVE COVERS FAILED TO SEAL PROPERLY.
-WINDSCREEN WAS CRACKED/DAMAGED; CORRODED.

NAVAIR 51-40AAA-8
NAVAIR 51-40AAA-9
NAVAIR 51-40AAA-10

VLA, CV FRESNEL LENS, LSO REMOTE PANEL:
Loc :LSO PLATFORM
CSMP Name: LSO REMOTE PANEL

LANDING SIGNAL OFFICER (LSO) STATION'S FRESNEL LENS OPTICAL LANDING SYSTEM (FLOLS) REMOTE PANEL HAD THE FOLLOWING

DEFICIENCIES:
-A-230 PANEL WAS CORRODED/INOP.
-A-730 PANEL WAS CORRODED/INOP.
LANDING SIGNAL OFFICER (LSO) STATION'S FRESNEL LENS OPTICAL
ANDING SYSTEM (FLOLS) REMOTE PANEL HAD THE FOLLOWING
DEFICIENCIES:
-A-230 PANEL WAS CORRODED/INOP.
-A-730 PANEL WAS CORRODED/INOP.

NAVAIR 51-40AAA-8
NAVAIR 51-40AAA-9
NAVAIR 51-40AAA-10

VLA, CV FRESNEL LENS, OLS:
Loc :LENS ROOM
CSMP Name: FRESNEL OLS:

FRESNEL LENS OPTICAL LANDING SYSTEM HAD THE FOLLOWING
DEFICIENCIES:
-SPARE LIGHT DRIVER MODULE WAS INOP.
-A100 UNIT WAS DIRTY AND NO AIR FILTERS WERE INSTALLED.
-ZERO TRANSFORMER WAS DEFECTIVE.
-REMOTE PANEL LIGHTING CONTROL SYNCHROS WERE NOT ALIGNED
PROPERLY.
-CLASS GYRO WAS OUT OF TOLERANCE.
-SOURCE LIGHT FAILURE INDICATOR WAS INOP.

NAVAIR 51-40AAA-8
NAVAIR 51-40AAA-9
NAVAIR 51-40AAA-10

VLA, CV ILARTS, CAMERA:
Loc :FLIGHT DECK
CSMP Name: CAMERA: ILARTS

THE INTERGRATED LAUNCH AND RECOVERY TELEVISION SYSTEM
(ILARTS) CAMERAS HAD THE FOLLOWING DEFICIENCIES:
-CENTERLINE CAMERA HAD POOR VIDEO PRESENTATION.
-ISLAND CAMERA HAD POOR VIDEO PRESENTATION.
-ILARTS CAMERA WAS INO.
-CENTERLINE AIR DIRECTIONAL VALVE WAS INOP.
-ISLAND CAMERA ZOOM SWITCH WAS INOP.
-CABLES FROM THE JUNCTION BOXES WERE ABRADED/FRAYED/CUT.
-ISLAND CAMERA LENS HAD INTERNAL BUILDUP OF DIRT AND
CORROSION.
-IRIS MOTOR IN LENS WAS INOP.
-FOCUS MOTOR IN LENS WAS INOP.
-CENTERLINE CAMERA ENCLOSURE VENTILATION WAS
INADEQUATE/INOP.
-ISLAND CAMERA ENCLOSURE VENTILATION WAS INADEQUATE/INOP.
-CENTERLINE CAMERA DECK INSERT BOLTS WERE BROKEN.

NAVAIR 51-60-8-2

VLA, CV ILARTS, CAT SURV CAMERAS:
Loc :FLIGHT DECK
CSMP Name: CAT SURV CAMERAS

CATAPULT SURVEILLANCE SYSTEM HAD THE FOLLOWING DEFICIENCIES:
-CAMERA INOP/POOR VIDEO PRESENTATION.
-CABLES AT NR _____ DECK EDGE STATION WERE WORN AND DAMAGED.
-ZOOM LENS ON THE __________ CAMERA WAS INOP.
-CAMERA PAN AND TILT UNIT ON THE NR _____ DECK EDGE STATION WAS INOP.
-DECK EDGE STATION WAS CORRODED.
-SURVEILLANCE MONITOR WAS INOP.

VLA, CV ILARTS, PLAT VIDEO/AUDIO:
Loc :READY ROOMS
CSMP Name: PLAT VIDEO/AUDIO

THE INTERGRATED LAUNCH AND RECOVERY TELEVISION SYSTEM (ILARTS) HAD THE FOLLOWING DEFICIENCIES:
-AUDIO SYSTEM WAS INOP.
-VIDEO CABLES TO READY ROOMS WERE DETERIORATED.
-AUDIO CABLES TO READY ROOMS WERE DETERIORATED.
-VCR WAS INOP.
-VCR WAS MISALIGNED.
-UNAUTHORIZED VCR IN READY ROOM _____.
-MONITOR WAS INOP IN READY ROOM _____.
-MONITOR WAS NOT PROPERLY SECURED TO THE FOUNDATION IN READY ROOM _____.
-MONITOR WAS MISSING FROM READY ROOM _____.

NAVAIR 51-60-6-1

VLA, CV LSO PLATFORM/SYSTEMS:
Loc :LSO PLATFORM
CSMP Name: CV LSO PLATFORM/

THE LANDING SIGNAL OFFICER (LSO) PLATFORM/SYSTEMS HAD THE FOLLOWING DEFICIENCIES:
-HUD COMBINER GLASS WAS BROKEN.
-CLEAR DECK FOUL DECK SYSTEM WAS INOP.
-UP/DOWN LIMIT SWITCHES FOR WIND SCREEN WERE INOP.
-SAFETY NET WAS MISSING/DAMAGED
-HUD HYDRAULIC POWER PACKAGE PIPING LEAKED.

-HUD PLEXIGLAS FACEPLATE WAS SCRATCHED.
-HUD CONSOLE WAS CORRODED.
-HUD PANNING MOUNT WAS CORRODED.
-RED PLEXIGLAS FOR PLAT MONITOR WAS MISSING/DAMAGED.
-HUD CONNECTORS AND CABLES DAMAGED/CORRODED.
-HYDRAULIC CYLINDER WAS CORRODED.
-COVER WAS DAMAGED.
-LIFT CONTROL PANEL WAS DETERIORATED.
-PLATFORM AND FOUNDATIONS WERE CORRODED.

VLA, CV MOVLAS, CONTROLLER:
Loc :LSO PLATFORM
CSMP Name: MOVLAS CONTROLLE

THE LANDING SIGNAL OFFICER (LSO) MANUAL OPTICAL VISUAL LANDING AID SYSTEM (MOVLAS) CONTROLLER WAS:
-INOP.
-ON/OFF SWITCH FOR BOTTOM AND TOP SOURCE LAMPS WAS INOP.

NAVAIR 51-40ACA-2

VLA, CV MOVLAS, LIGHT BOX:
Loc :FLIGHT DECK
CSMP Name: MOVLAS LIGHT BOX

THE MANUAL OPTICAL VISUAL LANDING SYSTEM (MOVLAS) LIGHT BOX HAD THE FOLLOWING DEFICIENCIES:
-WAS IMPROPERLY STOWED.
-DEFECTIVE LAMPS.
-COVERS WERE DEFECTIVE.
-RECEPTACLES WERE CORRODED.

NAVAIR 51-40ACA-2

VLA, CV MOVLAS, SWAY BRACES:
Loc :FLIGHT DECK
CSMP Name: MOVLAS SWAY BRAC

THE MANUAL OPTICAL VISUAL LANDING SYSTEM (MOVLAS) SWAY BRACES HAD THE FOLLOWING DEFICIENCIES:
TO FACILITATE RIGGING OF MOVLAS.
-LOCKING PINS WERE MISSING.
-WERE BENT AND MISALIGNED.

NAVAIR 51-40ACA-2

VLA, DECK SURFACE FLOODS:
Loc :FLIGHT DECK
CSMP Name: DECK SURFACE FLO

DECK SURFACE FLOODLIGHTS HAD THE FOLLOWING DEFICIENCIES:
-_____LAMPS WERE INOP.
-_____LAMPS WERE NOT CORRECT TYPE (COOL BEAM).
-_____BLUE NVD FILTERS WERE CRACKED.
-LACKED RED FILTER ASSEMBLY.
-FIXTURES WERE DIRTY/CORRODED/HAD BENT LEGS/RUSTED STUFFING TUBES.

AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, DECK SURFACE, MARKINGS:
Loc :SEE REMARKS
CSMP Name: DECK MARKINGS:

FLIGHT/HANGAR DECK MARKINGS HAD THE FOLLOWING DEFICIENCIES:
-WERE MISSING/INCORRECT DIMENSIONS/LACKED ADEQUATE CLEARANCE-NOT IAW SHIP'S VLA MARKING/DRAWINGS.
-WERE FADED/WORN THIN, GREY NONSKID SHOWED THROUGH THE TOPCOAT.
-WERE DIRTY/CONTAMINATED WITH PETROLEUM PRODUCTS.
-WERE PAINTED WITH ENAMEL VICE THE APPROVED TOPCOAT MATERIAL.
-WERE OVERCOATED WITH UNAUTHORIZED MATERIAL.
-FLIGHT DECK EDGE MARKINGS FOR C02 BOTTLES/PKP BOTTLES/AFFF STATIONS/SALTWATER OUTLETS AND HESS STATIONS WERE:
-NOT MARKED.
-FADED.
-IMPROPERLY MARKED.

NSTM 588/631
GSO 588/631
AVNFACBUL-1 (SERIES)

VLA, DROPLINE LIGHTS/BAR:
Loc :SEE REMARKS
CSMP Name: DROPLINE LIGHTS/

VERTICAL DROPLINE LINEUP LIGHTS/BAR HAD THE FOLLOWING DEFICIENCIES:
-_____ OF _____ FIXTURES/LAMPS WERE INOP.

-_____ OF _____ FIXTURES LACKED THE CORRECT TYPE RED (PAR 36) LAMPS.
-FIXTURES WERE ASSEMBLY IMPROPERLY, LAMPS WERE NOT ALIGNED CORRECTLY.
-_____ OF _____ FIXTURE HOUSINGS WERE CORRODED/DAMAGED.
-_____ OF _____ FIXTURES HAD CORRODED INTERNAL COMPONENTS.
-_____ OF _____ FIXTURES HAD BENT/BROKEN/SEIZED/MISSING LAMP RETAINER WINGED STUDS.
-_____ OF _____ FIXTURES HAD BENT/CORRODED/BROKEN LAMP RETAINER HINGES.
-_____ OF _____ FIXTURES LACKED LAMP/HOUSING GASKETS.
-FIXTURE LAMPS WERE DIRTY/PAINTED.

AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, FIRE FIGHTING FLDTS:
Loc :FLIGHT DECK
CSMP Name: FIRE FIGHTING FL

EMERGENCY FIRE FIGHTING FLOODLIGHTS HAD THE FOLLOWING DEFICIENCIES:
-___ OF X WERE INOP.
-SYSTEM WAS INOP.
-WERE CORRODED.
-WIRING WAS FRAYED.
-MOUNTING BRACKETS WERE CORRODED AND DEFECTIVE.
-WERE NOT PROPERLY AIMED.

NAVAIR 51-50ABA-2

VLA, FLIGHT DECK STATUS LIGHTS:
Loc :FLIGHT DECK
CSMP Name: FLIGHT DECK STAT

FLIGHT DECK STATUS LIGHT HAD THE FOLLOWING DEFICIENCIES:
-RED/AMBER/GREEN LAMP WAS INOP.
-RED/AMBER/GREEN LIGHT FILTER(S) WAS(WERE) CRACKED.
-RED/AMBER/GREEN LIGHT FILTER(S) LACKED SAFETY WIRE.
-DECK STATUS LIGHT FIXTURE CONTAINED DIRT/SALT DEBRIS.
-DECK STATUS LIGHT FIXTURE WAS CORRODED/DETERIORATED.
-DECK STATUS LIGHT SYSTEM FAILED TO FLASH AT APPROXIMATELY 90 FLASHES PER MINUTE AS REQUIRED.
-DECK STATUS LIGHT CONTROLS FAILED TO VARY LIGHT INTENSITY FROM FULL BLACKOUT TO FULL INTENSITY.
-FAULTY CIRCUIT SWITCHING ARRANGEMENT ALLOWED ACTIVATION OF MORE THAN ONE LIGHT AT A TIME.

AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, HANGAR OVHD LIGHTS:
Loc :HANGAR
CSMP Name: HANGAR OVHD LIGH

HANGAR OVERHEAD LIGHTING HAD THE FOLLOWING DEFICIENCIES:
-___ OF X WHITE LIGHT FIXTURES HAD ONE OR MORE BULBS INOP.
-___ OF X AMBER LIGHT FIXTURES HAD ONE OR MORE BULBS INOP.
-HANGAR AREA DARKEN-SHIP SWITCH(ES) WERE INOP/DAMAGED/HAD BEEN DEFEATED AT THE FOLLOWING LOCATIONS:

VLA, HOMING BEACON:
Loc :MAST
CSMP Name: HOMING BEACON:

THE HOMING BEACON HAD THE FOLLOWING DEFICIENCIES:
-LIGHT WAS INOP.
-FAILED TO ROTATE/FAILED TO PRODUCE APPROX 90 FLASHES PER MINUTE.
-FAILED TO VARY INTENSITY FROM FULL BRIGHT TO FULL BLACKOUT.
-FAILED TO MAINTAIN A CONSTANT SPEED OF ROTATION.
-SPEED OF ROTATION VARIED WHEN THE LIGHT INTENSITY WAS VARIED.
-FIXTURE CONTAINED WATER.
-LENS WAS DIRTY.

AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, HOSS CAMERA:
Loc :FLIGHT DECK
CSMP Name: HOSS CAMERA:

THE HELICOPTER OBSERVATION AND SURVEILANCE SYSTEM HAD THE FOLLOWING DEFICIENCIES:

-CAMERA WAS INOP/HAD POOR VIDEO PRESENTATION.
-CAMERA ZOOM FUNCTION WAS INOP.
-CAMERA CABLES/CABLE SUPPORTS WERE DETERIORATED.
-BRIDGE/CIC JOYSTICK CONTROLS WERE INOP/DEGRADED.
-BRIDGE/CIC MONITOR WAS INOP/DEGRADED.
-CIC VCR WAS INOP/MISSING.

VLA, LANDING SPOT LIGHTS:
Loc :FLIGHT DECK
CSMP Name: LANDING SPOT LIG

LANDING SPOT LIGHTS HAD THE FOLLOWING DEFICIENCIES:
-_____ OF _____ LIGHT FIXTURES WERE INOP.
-_____ OF _____ LIGHT FIXTURES OPENED FOR INSPECTION CONTAINED WATER/ DIRT/DEBRIS, INTERNAL COMPONENTS WERE DAMAGED/CORRODED/MISSING, (PARTICULARLY RUBBER GASKETS (O-RINGS) AND RUBBER LENS CUSHIONS).
-_____ OF _____ LIGHT FIXTURES WERE ASSEMBLED IMPROPERLY.
-GUARD ASSEMBLIES WERE LOOSE, NOT PROPERLY SECURED.
-GUARD BOLTS WERE LOOSE/MISSING.
-GUARD BOLTS WERE INCORRECT TYPE (NOT CRES/HEX HEAD).
-GUARD BOLT HOLES WERE STRIPPED.
-FLIGHT DECK SEALING HAD BEEN COMPROMISED.
-ORIGINAL GUARD ASSEMBLY BOLTS HAD BEEN SHEARED OFF AND ADDITIONAL BOLT HOLES HAD BEEN DRILLED THRU AN UN-REINFORCED PORTION OF THE LIGHT FIXTURE AND INTO THE COMPARTMENT BELOW.
-_____ OF _____ RUBBER GUARD CUSHIONS WERE DETERIORATED.

AVNFACBUL-1 (SERIES)
NAVAIR 51-50ABA-1
NAVAIR 51-50ABA-2
NAVAIR 51-50ABA-3
AVIAFACBUL-1 SERIES
PMS

VLA, LIGHTING CONTROL PANEL:
Loc :SEE REMARKS
CSMP Name: LIGHTING CONTROL

THE PRIMARY/FLIGHT DECK CONTROL LIGHTING CONTROL PANEL HAD THE FOLLOWING DEFICIENCIES:
-HAD NOT BEEN UPDATED TO LATEST NAVSEA DRAWING.
-KNOBS WERE LOOSE/MISSING.
-CONTROLS WERE NOT LABELED.
-PANEL ILLUMINATION WAS INOP.

AVNFACBUL-1 (SERIES)
AMPHIB AVNFACBUL-1 (SERIES)

NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, LINEUP LIGHTS FWD EXTENDED:
Loc :SEE REMARKS
CSMP Name: LINEUP LIGHTS FW

FORWARD EXTENDED LINEUP LIGHTS/BAR HAD THE FOLLOWING DEFICIENCIES:
-_____ OF _____ FIXTURES/LAMPS WERE INOP.
-SYSTEM CONTROLS FAILED TO VARY LIGHT INTENSITY FROM BLACKOUT TO FULL INTENSITY.
-LIGHT SYSTEM FAILED TO OPERATE IN THE STROBE/STEADY MODE OF OPERATION.
-_____ OF _____ FIXTURE WINDOWS WERE CRACKED/MISSING.
-_____ OF _____ FIXTURE HOUSINGS WERE CORRODED/DAMAGED.
-_____ OF _____ FIXTURE COVERS LACKED GASKET/SCREWS.
-_____ OF _____ FIXTURES HAD CORRODED INTERNAL COMPONENTS.

AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, LINEUP LIGHTS:
Loc :FLIGHT DECK
CSMP Name: LINEUP LIGHTS:

FLIGHT DECK LINEUP LIGHTS HAD THE FOLLOWING DEFICIENCIES:
-_____ OF _____ FIXTURES/LAMPS WERE INOP.
-SYSTEM CONTROLS FAILED TO VARY LIGHT INTENSITY FROM BLACKOUT TO FULL INTENSITY.
-LIGHT SYSTEM WAS INOP IN THE STROBE/STEADY MODE.
-_____ OF _____ FIXTURE WINDOWS/FILTERS WERE CRACKED/OBSCURED BY PAINT/MISSING/NOT CEMENTED TO THE FIXTURE BASE WITH ADHESIVE/SEALANT MIL-A-46106, TYPE 1, CLEAR.
-_____ OF _____ FIXTURE COVER PLATE ASSEMBLIES HAD THE WRONG TYPE/WERE MISSING CAPTIVE BOLTS (CRES, HEX HEAD).
-_____ OF _____ FIXTURE COVER PLATE ASSEMBLY CAPTIVE BOLTS LACKED RETAINING RINGS.
-_____ OF _____ FIXTURES LACKED COVER PLATE ASSEMBLY GASKETS.

AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2

NAVAIR 51-50AAA-3
PMS

VLA, LPS FLOODLIGHTS:
Loc :SEE REMARKS
CSMP Name: LPS FLOODLIGHTS:

LOW PRESSURE SODIUM (LPS) FLOODLIGHTS HAD THE FOLLOWING DEFICIENCIES:
-___ OF X LPS FLOODLIGHTS WERE INOP.
-___ OF X LPS FIXTURES WERE DETERIORATED/CORRODED.
-FIXTURE PLEXIGLASS LENSES WERE DIRTY/CRACKED/MISSING.
-FIXTURE LENS RETAINER CLIPS WERE BROKEN/CORRODED.
-FIXTURE REFLECTORS WERE DIRTY/MISSING.
-FIXTURE DOOR ASSEMBLIES GASKETS WERE DETERIORATED/TORN/DETACHED/MISSING.
-FIXTURE DOOR ASSEMBLY HINGE CLIPS WERE BENT/BROKEN.
-FIXTURES WERE IMPROPERLY AIMED AND SECURED.
-FIXTURE WIRING WAS DETERIORATED/KNICKED/CUT/FRAYED.
-FIXTURE BRACKET ASSEMBLIES WERE DETERIORATED/CORRODED.

AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-3
NAVAIR 51-50AAA-3

VLA, MOTOR DRIVEN TRANSFORMERS:
Loc :SEE REMARKS
CSMP Name: MOTOR DRIVEN TRA

FLIGHT DECK MOTOR DRIVEN VARIABLE TRANSFORMERS HAD THE FOLLOWING DEFICIENCIES:
-GEARS WERE DRY.
-WERE INCORRECTLY MOUNTED.
-PROTECTIVE CAGES WERE MISSING/DETERIORATED.

AVNFACBUL-1 (SERIES)
NAVAIR 51-50ABA-1
NAVAIR 51-50ABA-2
NAVAIR 51-50ABA-3
PMS

VLA, OVERHEAD FLOODLIGHTS:
Loc :FLIGHT DECK
CSMP Name: OVERHEAD FLOODLI

OVERHEAD FLOODLIGHTS HAD THE FOLLOWING DEFICIENCIES:

-___ OF X WERE INOP.
-DIM FUNCTION WAS INOP.
-___ OF X WERE INCORRECTLY AIMED.
-___ OF X WERE NOT PINNED.
-___ OF X FIXTURES WERE CORRODED/DAMAGED.
-___ OF X SUPPORT BRACKETS/STANCHIONS WERE CORRODED/DAMAGED.
-WIRING WAS DETERIORATED/CUT/FRAYED.

AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, RED DECK EDGE LIGHTS:
Loc :FLIGHT DECK
CSMP Name: RED DECK EDGE LI

FLIGHT DECK EDGE LIGHTING HAD THE FOLLOWING DEFICIENCIES:
-_____ OF _____ LIGHT FIXTURES WERE INOP.
-_____ OF _____ LIGHT FIXTURES OPENED FOR INSPECTION CONTAINED WATER, DIRT/DEBRIS, INTERNAL COMPONENTS WERE DAMAGED/CORRODED/MISSING, (PARTICULARLY RUBBER GASKETS (O-RINGS) AND RUBBER LENS CUSHIONS) -_____ OF _____ RUBBER GUARD CUSHIONS WERE DET
-_____ OF _____ LIGHT FIXTURES WERE ASSEMBLED IMPROPERLY:
-GUARD ASSEMBLIES WERE LOOSE, NOT PROPERLY SECURED.
-GUARD BOLTS WERE LOOSE/MISSING.
-GUARD BOLTS WERE INCORRECT TYPE (NOT CRES/HEX HEAD).
-GUARD BOLT HOLES WERE STRIPPED.
-FLIGHT DECK SEALING HAD BEEN COMPROMISED.
-ORIGINAL GUARD ASSEMBLY BOLTS HAD BEEN SHEARED OFF AND ADDITIONAL BOLT HOLES HAD BEEN DRILLED THRU AN UN-REINFORCED PORTION OF THE LIGHT FIXTURE AND INTO THE COMPARTMENT BELOW.

AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
AVIAFACBUL-1 SERIES
PMS

VLA, RUNWAY ATHWARTSHIP LIGHTS:
Loc :FLIGHT DECK
CSMP Name: RUNWAY ATHWARTSH

THE RUNWAY ATHWARTSHIP LIGHTS HAD THE FOLLOWING DEFICIENCIES:
-___ OF X WERE INOP.
-DID NOT DIM FROM FULL BRIGHT TO FULL BLACKOUT.

-RECEPTACLES WERE CORRODED.
-WIRING WAS FRAYED.
-FORWARD SKIP PLATES WERE DAMAGED.
-FORWARD SKIP PLATES WERE MISSING.
-STRIPPED BOLTS.
-MISSING/LOOSE LENS COVERS.
-MISSING/DAMAGED LENS.

AMPHIB AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, RUNWAY CENTERLINE LIGHTS:
Loc :FLIGHT DECK
CSMP Name: RUNWAY CENTERLIN

THE RUNWAY CENTERLINE LIGHTS HAD THE FOLLOWING DEFICIENCIES:
-SYSTEM WAS INOP.
-_____ OF _____ INOP.
-DID NOT DIM FROM FULL BRIGHT TO FULL BLACKOUT.
-RECEPTACLES WERE CORRODED.
-WIRING WAS FRAYED
-SKIP PLATES WERE DAMAGED.
-MISSING/STRIPPED BOLTS.
-MISSING/LOOSE LENS COVERS.
-MISSING/DAMAGED LENS.
-FLASH SEQUENCER WAS INOP.
-BALLISTIC BOX ENCLOSURES HAD FROZEN AND JAMMED ACCESS
CAPS.

AMPHIB AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, RUNWAY EDGE LIGHTS:
Loc :FLIGHT DECK
CSMP Name: RUNWAY EDGE LIGH

THE RUNWAY EDGE LIGHTS HAD THE FOLLOWING DEFICIENCIES:
-SYSTEM WAS INOP.
-____ OF ____ INOP.
-DID NOT DIM FROM FULL BRIGHT TO FULL BLACKOUT.
-RECEPTACLES WERE CORRODED.
-WIRING WAS FRAYED.
-MISSING/STRIPPED BOLTS.
-MISSING/LOOSE LENS COVERS.
-MISSING/DAMAGED LENS.

AMPHIB AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, RUNWAY SAFE PARKING LIGHTS:
Loc :FLIGHT DECK
CSMP Name: RUNWAY SAFE PARK

THE SAFE PARKING LINE LIGHTS HAD THE FOLLOWING DEFICIENCIES:
-____ OF ____ LIGHTS WERE INOP.
-DID NOT DIM FROM FULL BRIGHT TO FULL BLACKOUT.
-WIRING WAS FRAYED.
-MISSING/STRIPPED OUT BOLTS.
-MISSING/LOOSE LENS COVERS.
-MISSING/DAMAGED LENS.

AMPHIB AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, RUNWAY THRESHOLD LIGHTS:
Loc :FLIGHT DECK
CSMP Name: RUNWAY THRESHOLD

RUNWAY THRESHOLD LIGHTS HAD THE FOLLOWING DEFICIENCIES:
-SYSTEM WAS INOP.
-___OF X LIGHTS WERE INOP.
-DID NOT DIM FROM FULL BRIGHT TO FULL BLACKOUT.
-FIXTURES WERE BROKE/RUSTED.
-LOOSE,DIRTY,BROKEN LENS COVERS.

AMPHIB AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, WAVEOFF LIGHTS:
Loc :FLIGHT DECK
CSMP Name: WAVEOFF LIGHTS:

WAVE-OFF LIGHT HAD THE FOLLOWING DEFICIENCIES:
THE WAVE-OFF LIGHT SYSTEM WAS INOP WHEN ACTIVATED FROM THE:
-THE HCO STATION MASTER CONTROL PANEL.
-THE HCO STATION REMOTE CONTROL PANEL.
-THE LSO STATION, RAST CONTROL CONSOLE.
-SYSTEM CONTROLS AT THE MASTER CONTROL PANEL FAILED TO VARY LIGHT INTENSITY FROM BLACKOUT TO FULL INTENSITY.
-_____ OF 2 WAVE-OFF LIGHT LAMPS WERE INOP.
-_____ OF 2 WAVE-OFF LIGHT FIXTURES WERE CORRODED.
-_____ OF 2 RED LIGHT FILTERS WERE CRACKED/LACKED SAFETY WIRE/MISSING.
-WHEN A WAVE-OFF WAS ACTIVATED THE SYSTEM FAILED TO INITIALLY FLASH AT FULL INTENSITY AND THEN RETURN TO THE INTENSITY LEVEL SET AT THE MASTER CONTROL PANEL.
-SYSTEM JUNCTION BOX ASSEMBLY LOCATED AT _____ WAS CORRODED.
-SYSTEM WIRING WAS ABRADED/KNICKED/CUT/DETERIORATED AT _____.
-MASTER/REMOTE CONTROL PANEL ILLUMINATION HAD INOP/MISSING LAMPS.
-PANEL ILLUMINATION LIGHTS WERE INOP.
-PANEL COVER HINGES WERE BROKEN.

AVIAFACBUL-1 SERIES
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3

VLA, WIND SYSTEM:
Loc :SEE REMARKS
CSMP Name: WIND SYSTEM:

WIND MEASURING AND INDICATING SYSTEM (WMIS) HAD THE FOLLOWING DEFICIENCIES:
-SYSTEM WAS NOT CERTIFIED OR CERTIFICATION HAD EXPIRED.
-SYSTEM WIND SPEED/DIRECTION SIGNAL WAS INACCURATE THROUGHOUT THE SHIP.
-HELO CONTROL STATION WIND DIRECTION/SPEED REPEATER WAS INACCURATE/INOP.
-LSO/RAST CONTROL STATION WIND DIRECTION/SPEED REPEATER WAS INACCURATE/INOP.
-PRI-FLY WIND DIRECTION/SPEED REPEATER WAS INACCURATE/INOP.

AVIAFACBUL-1 SERIES
PMS
GSO588Q
